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### CHESAPEAKE & OHIO R. R. ELEVATOR AT NEWPORT NEWS.

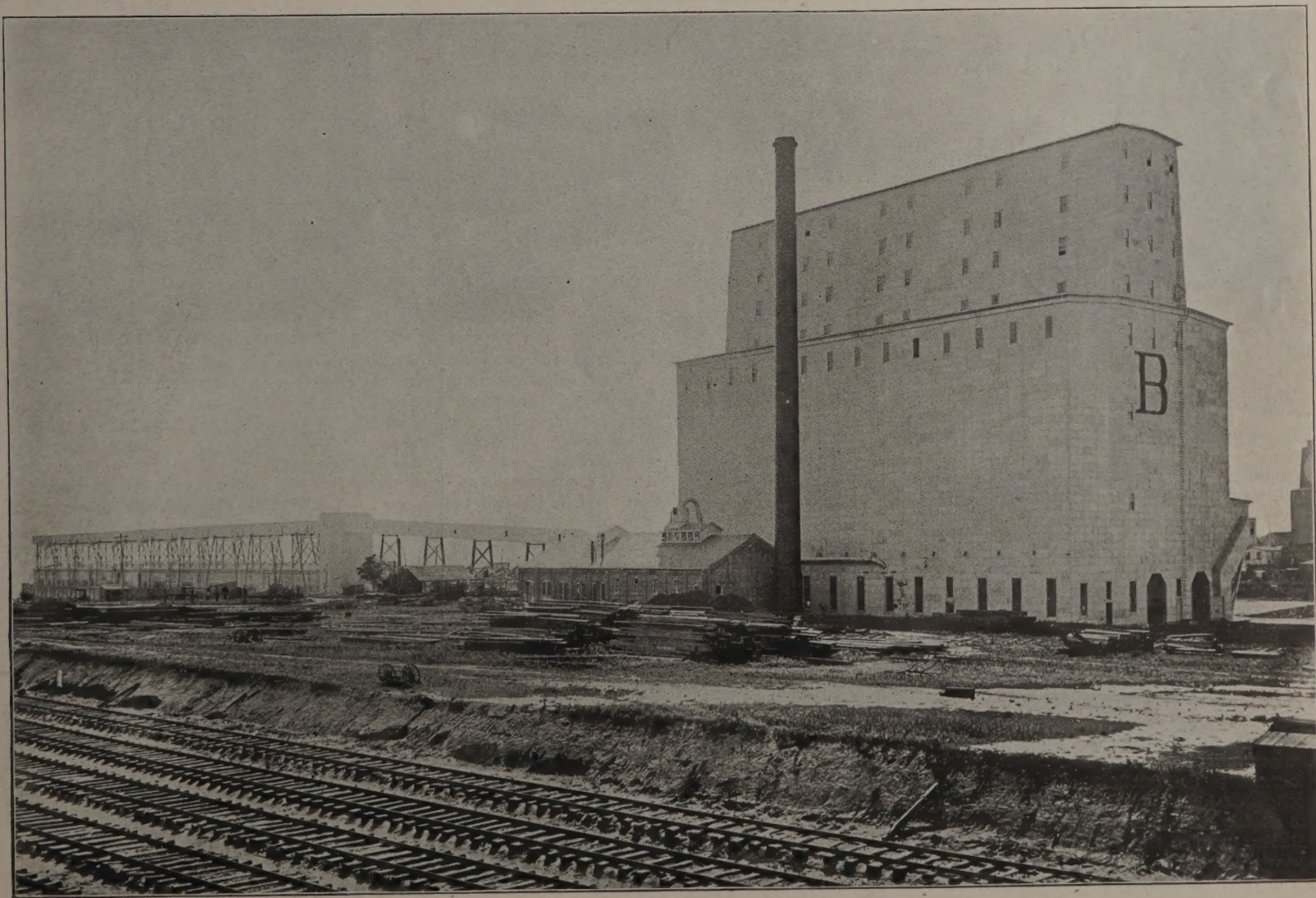
One of the finest elevators of its type in the country, if one considers both the excellence of its general design and the thoroughness with which the most minute details of construction and equipment have been worked out, an elevator, in short, calculated to be a source of satisfaction both to its pro-

prietors and to the firm of contractors who constructed it, is the new million-bushel house at Newport News, Va., which the John S. Metcalf Company has just built for the Chesapeake & Ohio Railroad Company.

The railroad has had for many years an elevator there which, since its recent remodeling, is capable of handling a very large amount of export business. This elevator during the year ending June 30, 1893,

handled over 24,000,000 bushels of grain. The trade increased beyond its capacity, and about a year ago the John S. Metcalf Company was awarded the contract for the new elevator.

This is a plank and frame structure, 101x196 feet in size, sheathed with corrugated galvanized steel and roofed with tar, felt and gravel. Two railroad tracks run lengthwise through the building. The elevator is eight stories high, there being a base-



NEW ELEVATOR "B" OF THE CHESAPEAKE & OHIO RAILROAD COMPANY AT NEWPORT NEWS, VA.  
Designed and built by John S. Metcalf Company, Engineers, Chicago.



ment with concrete floor, carefully drained, and a working story under the bins and a five-story cupola above them. In keeping with everything else about the building, the timbers show signs of a most careful and rigid inspection before they went into the construction. The bin walls are made of 2-inch yellow pine planking laminated. The bins themselves are 63 feet deep, and number one hundred and seventy-five, and vary in capacity from 2,300 bushels to 10,200. The cupola is carried on posts through the bin work, and is of unusually strong and solid construction. The total height of the elevator is 170 feet.

In the first story of the elevator is an office for the foreman and in the scale story of the cupola is a similar office for use of the weighman. A passenger elevator running from the basement to the top story of the cupola is located in a vacant bin space at one end of the building, and at each end of the building are outside fire escapes.

Adjoining the elevator is a power house 45 feet 6 inches wide by 117 feet 8 inches long. It is built of brick and roofed with slate. The smokestack is of steel plates, brick lined, and is self-sustaining.

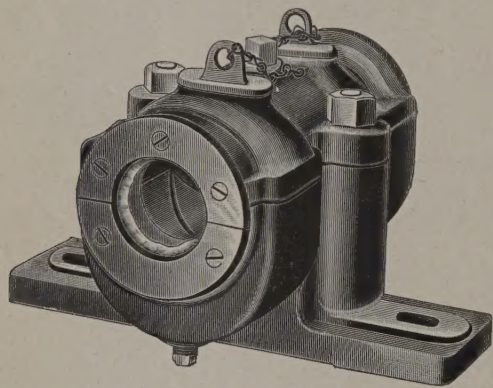
in the front to accommodate the dust-burning apparatus. There are two condensers, one for the pair of Corliss engines and one for the high-speed engines; both are connected with a 1,200-horse power Excelsior Feed Water Heater and Purifier. The boiler feed pump is a piston pattern, duplex pump with 9-inch steam cylinders and 5¼x10-inch water cylinders. For fire service there is a Fire Underwriters' Duplex Fire Pump, having 14-inch steam cylinders and 7¼x12-inch water cylinders. This pump handles sea water.

The equipment of the elevator proper is as complete and as adequate as modern ingenuity could make it. The elevator contains eight legs carrying 20x7x7-inch cups and having 7-foot head pulleys. These elevators may be used either for shipping or

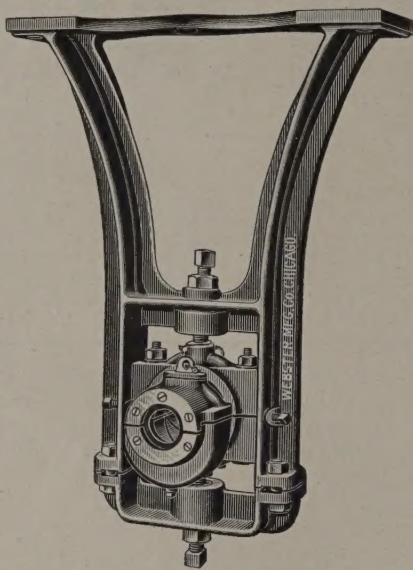
tudinal conveyors. This spouting system is completed by eight spouts in the first floor of the elevator, which deliver grain to the belt conveyors in the basement.

All the power-transmitting machinery, sheaves, shafts, clutches, tensions and the like, was manufactured especially for this elevator by the Webster Manufacturing Company of Chicago, and it is very evident that it was built with no other idea than that it should be as efficient and as durable as it could be made. This company has for many years made a specialty of rope transmissions, and has a uniformly successful record in this kind of construction.

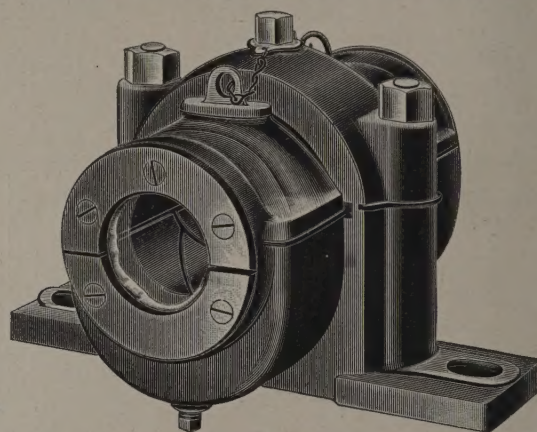
The grain handling machinery, for unloading, elevating, spouting and conveying, was also made by the Webster Manufacturing Company from special designs furnished by the John S. Metcalf Company, the contractors. This machinery has several features worthy of special attention. Chief among them, perhaps, is the ring-oiling bearings. Everyone acquainted with grain elevators knows how productive of fires is the average bearing. In spite of all possible care, oil will drip from the bearings and



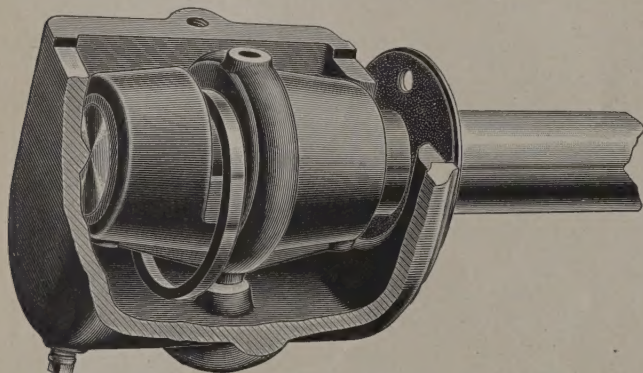
Extra Heavy Rigid Pillow Block with Brass Ring-oiling Dust-proof Bearing.



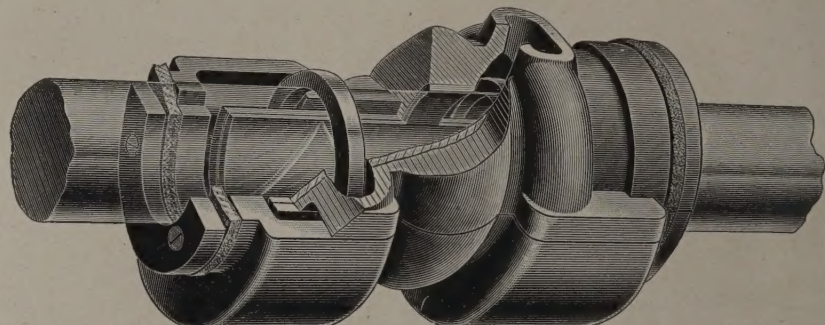
Double Brace Spherical Ball and Socket Brass Ring-oiling Drop Hanger with Dust-proof Bearing.



Extra Heavy Ball and Socket Pillow Block with Brass Ring-oiling Dust-proof Bearing.



Bearings used in Ring-oiling Dust-proof Stands for Belt Conveyor Rollers.



Construction of Spherical Ball and Socket Brass Ring-oiling Dust-proof Bearings.

It is 170 feet high, with flue opening 6 feet 6 inches in the clear.

The main engines in the power house are a pair of 22x42-inch horizontal, girder-bed Vilter Corliss engines, connected to one crank shaft, developing 650 horse power at 75 revolutions. The main drive is a 192-inch, 14-groove sheave. All the transmission, by the way, throughout the elevator, except where electricity is used, is by continuous rope over iron sheaves. There is an Ames high-speed engine, 20x18 inches, developing 314 horse power at 220 revolutions, designed to run the electric generator which furnishes current to the motors in the tower, to be spoken of later, and another high-speed engine for the electric lighting plant. All these engines run condensing.

The generator which supplies two induction motors in the motor tower is connected direct to the 20x18-inch engine. It has an output of 250 kilowatts, the voltage being 500. It is the direct current type. The generator for the electric light plant is directly connected to the 7x10-inch engine. It has a capacity of 20 kilowatts at 115 volts. The wiring for the electric light plant is the two-wire center-distributing system. There is a total of 221 lights in the whole plant.

The boiler plant consists of four Geary Water Tube Boilers of 250 horse power each, set in batteries of two boilers each. Two of these boilers have doors

for receiving grain. They are arranged in two rows of four on opposite sides of the railroad tracks. In the basement are four 30-inch belt conveyors, designed to carry the grain across the house when necessary. In the first story are eight pairs of power shoveling machines for unloading the cars. A double drum friction car puller is so arranged that cars can be handled by it on both railroad tracks. Two No. 9 Monitor Separators are placed to discharge grain into two of the elevators. The air discharge is taken to the dust collectors. A 50-inch double planing mill exhaustor for the sweeper plant collects the dust from the several floors and takes it to the dust collector on the roof of the boiler house, whence it is discharged into the furnace.

On the scale floor of the cupola are eight Fairbanks Hopper Scales, each of 84,000 pounds' capacity, with 12-foot lever, 4-foot 6-inch connections, and are supplied with recording check beams. Above each scale, on the garner floor, is a 1,400-bushel, steel-bottomed hopper for discharging grain into the scale hoppers. The grain is spouted from the scales to the bins. On the bin floor are sixteen double jointed Mayo Spouts and ten telescope distributing spouts. Each of these spouts will deliver grain from the scale to any bin within its radius. There are sixteen special swinging belt loaders in the cupola to load longi-

soak into the dust; the bearing will go dry in some extra busy season; it will become hot, and then there will be a more or less ugly fire. The ring-oiling bearing cannot by any possibility drip, it is absolutely dust proof, and as it needs oiling only once in four months of continuous use, there is no excuse for its being allowed to go dry. This bearing is used throughout the elevator in all grain handling machinery, trippers, boots, conveyor rollers, and the rest, and they certainly are the ounce of prevention that is worth many pounds of cure in the way of fire plugs and two-inch hose.

The elevator stands back 540 feet from the shore line and the grain is carried out to ships on belt conveyors. The belt gallery runs alongside the elevator, nearly 200 feet, out to the shore line, 540 feet more, and then about 800 feet to the far end of the wharf, making a total length of gallery of 1,540 feet, or nearly a third of a mile. The first section of 100 feet away from the elevator is built entirely of steel and tile, in order to prevent a possible fire from spreading in either direction.

The gallery contains two belt conveyors, one forty inches wide and the other twenty-four. Both run the whole length of the gallery. They are propelled by two induction motors. These motors are located in the motor tower, a three-story structure 36x16 feet ground dimensions, and fifty feet high, which stands at the shore line, and is really a part



of the gallery construction. Two self-propelling trippers run in the gallery from the motor tower to the end of the wharf. They are unusually heavy and powerful specimens of their kind of machinery and in addition to the regular equipment they are provided with a special rail-grip, making them peculiarly stable. On one side of the gallery are ten spouts through which grain from the 40-inch belt may be discharged to ships, and on the same side

grain were made from Galveston during the last two weeks of July, which relieved the pressure somewhat. But Galveston is now wide awake to the importance of having more elevators and larger engagements for export before inviting another bumper crop.

Wheat shipments from Kansas points have been phenomenal. Much of the crop is going to the millers, who are buying liberally in view of a short-

The air chambers extend the full width of the screens and the grain is fed in by an automatic feeder which spreads it out in a thin stream the full width of the shaker, thus giving the air perfect freedom of action in removing impurities. Two distinct air suction accomplish the cleaning, and they are under perfect control of the operator. The makers state that there is no clogging of material and that once through does the work thoroughly.

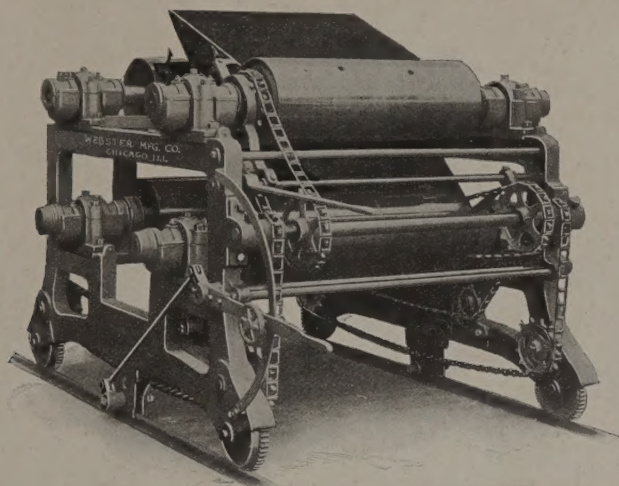
The cleaning operation is as follows: The grain first passes through the upper air chamber, where all loose silks, husks, etc., are taken out and carried to the dust room. Then the grain passes over the first shoe, then over the second and into the lower air chamber, where all small pieces of cob, imperfect grain and like material is removed.

In going from one shoe to the other, the grain passes over a vibrator, which shakes all the grain out of the silks or off the husks and thus prevents its tailing over the sieve.

### NO ELEVATORS AS YET.

Up to July 15 no work had been done in the direction of building the much-talked-of Conners elevators at Montreal that were to be finished in time to handle this year's crops and to relegate Buffalo to the ranks of the "has-beens."

Mr. Conners, in New York on May 17, said the Syndicate (which is officially known as the Canadian Inland Transportation Company) would have the elevators at Montreal completed by August; that the company was figuring on twenty-one boats to be ready for the season of 1901, consisting of "seven steamers, fifteen feet draft, 3,500 tons each, and fourteen barges of canal draft of 2,400 tons each. The steamers will carry 100,000 bushels and the barges 80,000 bushels each," through the 14-foot canals. In crossing the lakes a steamer will tow two barges and carry 100,000 bushels in each of the barges; lighten up three feet of the draft by transferring to other boats at Port Colborne; then the lightened boats can go to Montreal. Mr. Conners said: "We calculate the cost of operating three boats at \$200 a day, including fuel and wages. Last year's rate for grain from Duluth to the seaboard, lake and rail, was seven cents per bushel. One steamer and two barges can make the round trip between Duluth and Montreal in eighteen days



FOUR-PULLEY TRIPPER FOR CUPOLA BELT CONVEYORS, C. & O. ELEVATOR.

are nine spouts for taking grain from the 24-inch conveyor.

The actual handling capacity of the elevator is about as follows: It will take out of cars 180,000 bushels in ten hours; in a like period it is capable of putting 280,000 bushels into boats.

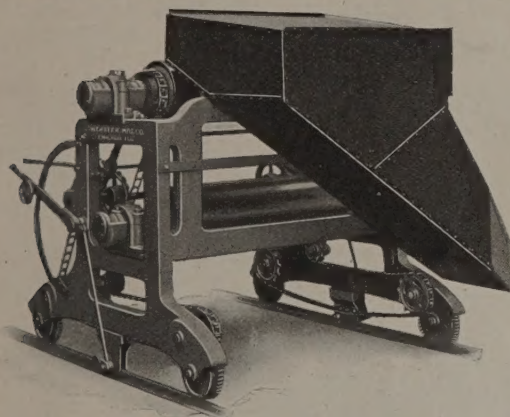
Now that the detailed description is finished, we will put it all in a nutshell. You may look over the elevator from the drains under the concrete floor to the gravel on top of the roof, but you will

age in the Northwest. The price has ranged from 70 to 75 cents a bushel. No little difficulty has been experienced in getting cars. The railroad companies have been especially desirous of getting the bulk of the wheat shipments out of the way before the corn crop comes to market, as the latter promises to be enormous.

### THE RELIANCE CORN CLEANER.

The Reliance Corn Cleaner, an illustration of which we give on this page, is made by the Reliance Manufacturing Co. of 1521-3 Bates Street, Indianapolis, Ind. Its correct working principle, solidity and first-class mechanical construction are typical of the several Reliance machines made by this company.

The machine is especially designed for cleaning corn from sheller and recleaning corn, oats and



TRIPPER IN BELT GALLERIES, C. & O. ELEVATOR.

find nothing that is not up to date, efficient, workmanlike and just as good as it is possible to make it.

### THE NEW CROP MOVEMENT IN THE SOUTHWEST.

Owing to a serious lack of ocean tonnage, Galveston was completely blockaded with grain during July. The elevators were filled to their insurance limit, and over 1,000 cars of wheat were on track there, with little prospect of an early movement. By July 17 there were about 3,000,000 bushels of grain in Galveston elevators and cars, with none moving out. The situation was desperate, and the railroad companies had wired their agents several days before not to receive any more cars of wheat for Galveston. Most of the shipments were coming from the Texas Panhandle, which, it is estimated, will ship 2,000,000 bushels of wheat this year, although it will be some weeks yet before it is all thrashed and marketed.

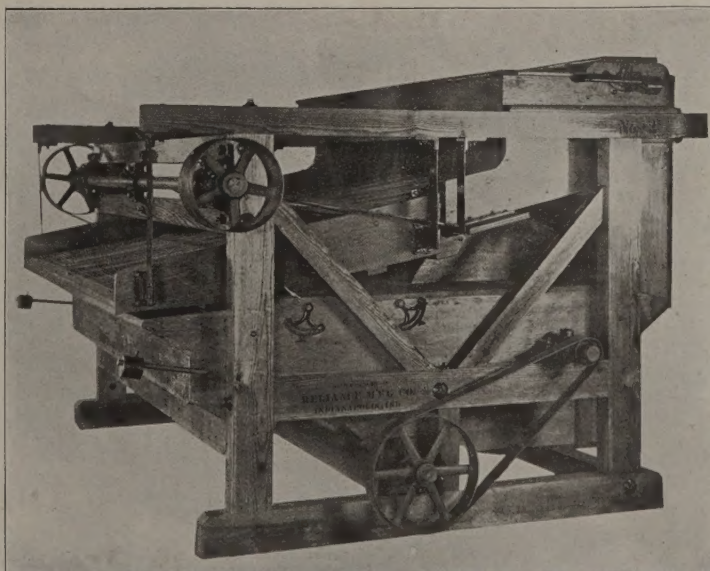
On July 17 the much-desired export movement from Galveston began. One cause of the delay had been the fact that the domestic price of wheat was higher than the export price. However, shipments of about a million and a quarter bushels of

wheat, of course using suitable sieves for the different cereals. They are made with capacities varying from 50 to 2,000 bushels per hour. Being perfectly dustless in operation they can be placed in any part of the building desired.

There are two shoes used which counterbalance, thus doing away with the vibration which is customary in such machines. Besides several other advantages this lack of vibration insures more perfect separations.

and carry 250,000 bushels. At seven cents per bushel freight would be \$17,500, and expenses at \$200 per day would be \$3,600. I don't see what chance Buffalo and the Erie canal can have in seaboard shipments while the canal is in its present shape, and it cannot be improved for five years."

It has been said that the old corn is pretty well cleaned out of Illinois, but it keeps coming in whenever the price gets right.



THE RELIANCE CORN CLEANER.



## THE HEART OF THE INLAND EMPIRE.

The garden spot of that "Inland Empire" of which one hears so much in the Pacific Northwest is the famous Palouse country of Washington, famous as the richest wheat-growing section on the American continent, if not in the world. Beginning some fifteen miles south of Spokane and extending south for 100 miles, the Palouse lies within the confines of the counties of Whitman, Spokane, Garfield, etc., and a part of the Idaho panhandle—a country of uplands, or bench lands, composed of shot clay or loam, with a gravel admixture, and of valleys with a rich and deep black loam of exceptional fertility, in all 1,340,000 acres, 1,000,000 being arable and the remainder pasture. Everywhere the volcanic ash is present; and to this great plant food is attributed the fertility which makes it possible to grow the country's amazing crops of wheat. Of 20,000,000 bushels of wheat grown in Washington, 10,000,000 are raised in the Palouse country, where crop failures, the Hessian fly and the grasshopper are unknown, and where yields of fifty bushels per acre in 1899 were not uncommon, while one field of fifty acres in Whitman County yielded seventy-five bushels per acre that year, which was by no means a banner or phenomenal year.

Nearly 75 per cent of the wheat grown here is of the Club variety, the balance being Bluestem. Winter and spring wheats do equally well. Harvesting in the Palouse country begins in July and lasts for several weeks. The header formerly used is rapidly giving way before the 14-foot harvester, the grain that is bound and shocked yielding better than that cut by the header, while the country in the main is too rough for the combined steam

the farmer at his leisure or when he is ready to move it to the warehouse at the railroad or river stations. Or else the grain is thrashed at leisure and the farmer stacks his sacked grain in the field. By and by, he hauls to the station, where it is stored in great stacks of bags that often tower to great height, while the spaces between piles look

stevedores do the rest; or it is thrown upon a patent conveyor for sacked grain, which carries it to the vessel's hold.

The sacks in use here are rough hemp or jute, commonly designated as gunny-sacking. They are imported in large quantities from Calcutta, while the state prison shop also turns out thousands of



THE PACIFIC COAST ELEVATOR COMPANY'S WAREHOUSE AT THORNTON, WASH.

like a sort of Giant's Causeway lying on its side. When the stack of bags is finished, it is covered with boards to protect the grain from possible rain, but it is not necessary to inclose the sides of the stack, because there is seldom any wind

the cheap sacks annually from both native hemp and imported jute, which are sold directly to the farmers by the prison authorities, so that their cost is reduced to the actual as well as theoretical minimum so far as the state-made sacks are con-



FARMERS HAULING WHEAT TO WAREHOUSE AT LATAH, WASH., DURING HARVEST—A SCENE IN THE PALOUSE COUNTRY.

harvester and thrasher seen in the other districts of Washington.

All of Eastern Washington is blessed with settled weather during the harvest weeks. Rain is then a great rarity, and grain may lie upon the ground for a long time without fear of damage from the elements. In that part of the "Inland Empire" where the "combined machine" is used, harvesting and thrashing from 40 to 70 acres per day, the thrashed grain is sacked and gathered by

to drive the rain against the unprotected ends of the bags.

The grain is carried to tidewater by the O. R. & N. Co. When a grain ship desires to load at Portland the Railway Company takes down from the interior as many trainloads of grain as may be needed to freight the vessels in port. In this way one handling of the grain and one storage charge are saved, the ships being loaded from the cars. The sacks are thrown into an open chute and the

cerned. The home production is, however, far below the number of sacks annually called for.

"Consider the bucket shops, Low they go," moralized the professor, as the patrol wagon went away with its load of unauthorized and irregular dealers in margins. "They toil not, neither do they spin. And yet I say unto you that even Solomon in all his glory was not a raid like one of these."—Chicago Tribune.



### THE LLOYD J. SMITH CASE.

The committee of the Chicago Board of Trade directors appointed to investigate the conduct of Lloyd J. Smith as manager of the Chicago Elevator Company, reported on July 31. The committee is of the opinion that Mr. Smith is a proper subject for corrective measures at the hands of the Board; that while the Indiana elevator, in which the duplication of warehouse receipts took place, was not "regular," the committee holds that Smith, as a member of the Board, was guilty of conduct prejudicial to the interests he was bound to conserve.

The committee had heard witnesses against Mr. Smith and also Mr. Smith in his own behalf. The Board's directors will try the case in September. If Mr. Smith should be found guilty of "dishonorable and dishonest conduct," the penalty will be expulsion. It is understood Mr. Smith's attorney will deny the jurisdiction of the Board of Trade, the elevator not being a "regular."

On August 4 the grand jury voted six indictments against Mr. Smith for allowing grain to be shipped out of the Indiana elevator without canceling the warehouse receipts, each indictment charging a separate offense. The penalty for the offense charged is imprisonment in the penitentiary for no less than one nor more than ten years. On the 6th Mr. Smith went into court and gave bonds in the sum of \$15,000 for his appearance for trial.

### ELEVATOR AT MELVIN, ILL.

Melvin, Ill., is located in Ford County, one of the four largest grain producers of the middle third division of Illinois—in the famous northern strip of that division of the state, where forty years ago ultra-wise experts of the time said the land was "too wet" for safe farming. If experts ever change their minds, Ford and other counties thereabouts have given them opportunities in that direction.

The elevator and feed mill shown in the accompanying picture stands upon the Springfield branch



BUCHHOLZ & SPELLMEYER'S ELEVATOR AT MELVIN, ILL.

of the Illinois Central Railroad at Melvin, and belongs to Buchholz & Spellmeyer. It is one of several new houses on that division of the Illinois Central erected during the summer of 1899. It was built by the present owners from their own designs, their superintendent of construction being B. Moreland of Bellflower. It has a storage capacity of 100,000 bushels in ten bins.

The elevator stands on a stone foundation, and has a 7-foot basement. The main building is 33x54 feet in size and is 78 feet high to top of cupola. Connected with this building is another 40x56 feet in size, 30 feet high. The cupola of the main building is 14x26 feet in size, 14 feet high, and contains the elevator machinery. In the story underneath is a room 10x42 feet in size for the feed mill; and underneath that is an engine room and bin for feed.

The driveway extends through one end of the building, and has only a 3-foot rise from the level

of the ground. There are two dumps and one stand of elevators with an elevating capacity of 2,000 bushels per hour. The grain is carried into the elevator boot for elevating by two sets of Constant Conveyors. From the top of the elevator leg, 75 feet high, the grain is discharged into a loading-out spout, which extends downward at an angle of 75 degrees, by which cars can be loaded to their roofs with no manual labor whatever.

The firm have an excellent location and handle a large quantity of grain. They also sell coal, lime, plaster, etc.

### THE GRAIN CERTIFICATES INQUIRY.

The report of the special committee appointed by Gov. Tanner to investigate the records of the Illinois state grain office has completed its work of examining the books of Registrar Hogan's office, and on August 1 a report on the subject drafted by Geo. A. Carpenter, attorney, was delivered to the members of the committee. When J. J. Mitchell, chairman of the committee, shall have read and approved the report, it will be forwarded to the governor, by whom it may be made public.

The contents of the report are, of course, unknown to the public, except in so far as it is there stated that the Indiana Elevator of the Chicago Elevator Company, of which Lloyd J. Smith was manager, is the only elevator in which duplication of receipts has been found by the committee.

On July 20, when the committee concluded its expert examination of the books of Mr. Hogan, Mr. John C. Black of the committee said: "Things have been unearthed, I fear, that mean an indefinite amount of investigation in other directions, and we do not know when a report will be ready for the governor." This sounded something like a feeler for delay, and gave rise to the remark around the Board of Trade that the report would not come in until after election, and might then be a wholesale whitewash. To all appearances, therefore, the action of August 1 belies that insinuation, for the publication of the report may reasonably be soon expected by the public.

### THE BROOMCORN SITUATION.

Whether the broomcorn trust will continue to hold prices of brush up to the \$200 a ton limit, and to do so will step into the market this fall and buy everything in sight, is the question that is agitating commission circles just at present. The stock of brush now in the hands of the trust is variously estimated at from 7,000 to 10,000 tons. Outside the trust there is probably less than 1,000 tons. The supply of both brush and brooms throughout the country was never lower than at present. It appears to be the policy of the trust to hold up the price of brush until the new crop comes in. What its plan will then be cannot be foretold.

Texas and Oklahoma broomcorn is a new factor in the supply. The Texas crop is now ready for shipment, and that from Oklahoma will follow fast on its heels. By October 1 the Illinois crop will be on the market. The Texas crop may not be well received in Chicago. Efforts to sell it by sample have not thus far been successful.

The Central Illinois crop will not be large. Predictions of only half a yield have been freely made. In 1899 Central Illinois produced about 20,000 tons, with an average yield of 700 pounds per acre. This year the yield will not exceed 400 to 500 pounds per acre, and the acreage has been considerably decreased. Heavy rains have injured the crop. A wind and rain storm which swept across the Central Illinois district August 1 prostrated the corn and ruined much of it. Altogether, the conditions in broomcorn look decidedly bullish.

The profits of the trust will be made, if at all, before October 1. Thereafter they will have the grower to deal with, and he is not likely to be in as tractable a mood as in former years. The farmer who raises broomcorn has been educated up to high prices, and will demand for the present crop all he can get. Any attempt by the trust to

control the supply by buying will be met with a demand on the part of the grower for a high price, which will necessitate the use of enormous capital to successfully control the market.

### GEO. A. WELLS.

The governing board of the Iowa Grain Dealers' Association, appreciating the importance of making no mistake in the selection of a secretary, that person being the chief executive officer and really the animating spirit of the Association, took ample time to make its selection. So that, although the Association had been nominally organized for some months, it was only a few weeks ago, as noted at the time in the "American Elevator and Grain Trade," that it selected Geo. A. Wells, whose portrait appears herewith. The work done by him



GEO. A. WELLS.

in Iowa since his appointment has convinced the Association that no mistake has been made in the selection of Mr. Wells; rather, all are of the opinion that the Association has been singularly fortunate in having been able to secure his services.

Mr. Wells is about 36 years old. He was born in St. Croix County, Wisconsin, and began his business career at the age of fourteen years as a clerk. At eighteen he entered a jobbing house at St. Paul, and at twenty was traveling salesman for the same people, remaining on the road for four years. At twenty-four he went into the grain business at New Richmond, Wis., as member of the firm of Wells & Mulrooney. This connection continued for about six years, when he sold out and took a position with the Northern Grain Company of Chicago, with whom he remained until May 15, 1900. As employe of the Northern Grain Company, his business was supervision of country buyers, until January 1 last, when he opened an office for the Company at Omaha, from which point he bid for the trade of Iowa and Nebraska.

He was not an applicant for the position of secretary of the Iowa Association, but was recommended to the governing board as a desirable acquisition. He consented to take the position, as it enables him to settle down to a definite line of work.

He takes hold of the work with vigor and intelligence, and is rapidly building up a strong Association. In the meantime he is restoring order in the trade at the disturbed country stations, and showing the dealers in a practical way that the Association is distinctly a business proposition worthy of their serious consideration.

Texas grain dealers are now shipping oats largely to Alabama and Georgia.



## PORTABLE PUMPING OUTFIT.

The portable pumping outfit herewith illustrated is designed to take the place of windmills for the purpose of raising water from deep wells into storage tanks. It consists of a gasoline engine of five, seven, ten or fifteen horse power, mounted on an extra-strong all-steel truck which also carries the necessary water and gasoline tanks and pump-jack, the outfit weighing from 2,000 to 5,000 pounds according to the size. The cut illustrates the Gus Gasoline Engine made by the Carl Anderson Company of Chicago, who also make a gas and gasoline engine suitable for any purpose for which small power is required.

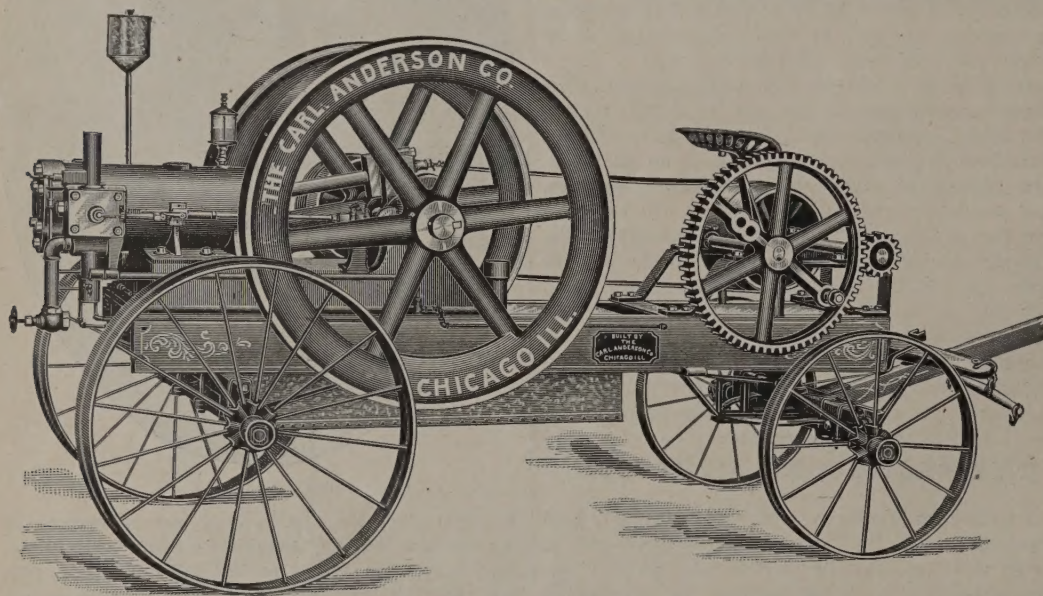
The engine is very simple in construction and easily cared for. There are no gears to wear or get out of time, while the valve motion on this engine is considered one of the best inventions in this line and is certainly an ingenious piece of mechanism. Gasoline is pumped from a storage tank below the engine to a small reservoir near the cylinder, which is supplied with an overflow pipe to convey any excess of gasoline back to the storage tank. By this means the danger of an explosion caused by an overflow of gasoline is avoided. The Gus Engine is of the positive explosion type, the impulse being given at regular intervals. The governor regulates

will pump into surface tanks depends largely on the size of the pump cylinder and the height the water has to be raised.

This pumping outfit will give a reliable water supply that is not affected by the weather conditions and at less first cost by one-fourth than windmills, as twenty-six windmills, which in this instance would be required, will cost set up not less than \$3,200, while the pumping plant with the efficiency above calculated will cost delivered about one-fourth of that amount. The cost of operation will probably be less than the repairs on the windmills the outfit replaces. It will cost for gasoline one cent per hour for each horse power used to operate the Gus Engine. The outfit requires about the same time and attention the windmills would require, and there is no liability of damage by storm, for it is a well established fact that windmills do blow down quite often. The power of the engine is available for other purposes when by reason of continued rains pumping is unnecessary.

## THE TEXAS DEALERS.

The Texas Grain Dealers' Association held an executive session at Dallas in July. The proceedings are not made public, but it is said that that regular old stand-by (called for when all other ques-



THE CARL ANDERSON CO.'S PORTABLE PUMPING OUTFIT.

the amount of gasoline and air supplied to the cylinder instead of regulating the frequency of the explosions. The speed is regulated with perfect ease and satisfaction and can be easily changed if necessary while the engine is in motion. The pump-jack is furnished with tight and loose pulleys and is arranged to give a stroke of from 16 to 26 inches.

The plan of operation contemplated for this outfit is to haul the outfit from well to well, pumping each well for such time as may be required to fill the tank. When the tank is filled, the machine is moved to the next well and the operation repeated. The following figures will give an idea as to what results may be obtained. Assuming the average tank to be 80x80x6 feet, the capacity in gallons would be 280,000. Assuming the pump cylinders to be 4 1/4 inches in diameter and permit a 24-inch stroke, this will give you 1.47 gallons per stroke, and 50 strokes per minute will give 72 1/2 gallons per minute. A seven-horse power engine will deliver 75 gallons of water per minute with a lift of 200 feet. Assuming that the tanks will lose by evaporation and by leakage one-half their capacity every forty days, you will need to pump into each tank 140,000 gallons of water every forty days. At 72 1/2 gallons per minute, the time required to deliver this water to your tanks would be thirty-one hours and allowing 20 hours running time in each 24 will give you 800 hours every forty days. Dividing 800 by the time required at each tank will show the number of tanks that can be kept full. In the case cited twenty-six tanks, providing your wells will supply the water. The amount of water a seven-horse power outfit

tions fail to interest), the "oats" problem, consumed not a little time of the two days' meet. After the meeting closed President Harrison gave out the following:

"Texas grain dealers recognize the fact that they have an immense oat crop, as well as a big wheat crop to handle. Texas has raised 25,000,000 bushels of oats this year. We have large quantities of oats that will run up to seventy-five bushels, and immense wheat areas that will run up to thirty bushels to the acre. The main object of this meeting was to devise some means for exporting these oats and to see if they could be handled for export purposes. We have been figuring on the freight rates and other expenses.

"The Texas oat crop has always gone to the southeast for seed purposes, but this crop is a great deal too large to be used up in the ordinary way, and we have simply got to have an outlet for it.

"Not more than a dozen cars of wheat have gone to Galveston that were not graded as No. 2, and the oats are fully as good grade. I have been in the grain business twenty-two years and have never seen such a crop before.

"The big crop and the good prices have set the North Texas farmers wild, and the small grain crop that will be planted in that section next year will be immense, when the farmers compare the result with raising 5-cent cotton."

Miniature Indian corn grows in Brazil. The ears are about the size of a little finger, and the grains are as small as mustard seed.

## NORTHWESTERN IOWA GRAIN DEALERS.

The annual outing of the grain dealers of the M., I. & D. Division of the C., M. & St. P. R. R. was held at Arnold's Park, Lake Okoboji, Iowa, July 18 and 19, 1900.

The following gentlemen were present: Secretary R. Troendle, Minneapolis; Gus Norke and P. M. Ingold, Spencer, Iowa; C. Hill and W. W. Johnson, Hartley; A. M. Davidson, Mike O'Halloran and Geo. Hakeman, Sanborn, Iowa; Scott Logan, Sheldon, Iowa; M. Beckman, Hull, Iowa; John Cronan, Rose Creek, Minn.; Mr. Knowles, Spirit Lake, Iowa; W. W. Falconer, Archer, Iowa; E. J. Skewis, Ed Moen, Bert Anderson, John Cannon and J. J. Crowley, Inwood, Iowa; Chas. Blodgett, Kimball, S. D.; Geo. Terwilliger, of Terwilliger & Dewight, Sioux City, Iowa; J. T. Scroggs, Beresford, Iowa; Geo. Barber and F. C. Ballard, Hawarden, Iowa; Frank O'Halloran, Cylinder, Iowa; Fred Huntting, Hunting Elevator Co., McGregor, Iowa; Walt Weston, Tom McMichael and Geo. Putman, McGregor, Iowa; P. A. Cummings, Rock Valley, Iowa; O. F. Hurick, Spencer Grain Co., Minneapolis; W. W. Patton, W. H. H. Myer and Rasmussen Bros., Milford, Iowa; C. W. Thompson, Parker, S. D.; I. N. Drake, Hartley, Iowa; C. Hill, of Hartley Grain Co., Hartley, Iowa; O. O. Helgen, L. L. Archer, Ed Anderson and Chas. Hastings, Ruthven, Iowa.

Grain commission firms were represented as follows: T. J. Hatch, with P. B. Mann & Co., Minneapolis; B. G. Ellsworth, with L. Bartlett & Son, Milwaukee; E. K. Howard, with Nash-Wright Co., Chicago; P. M. Ingolds, with Brooks, Griffith & Co., Minneapolis; Fred Faulkner, with W. R. Mumford Company, Chicago, Minneapolis and St. Louis; A. F. Heath represented the Uhrig Fuel Company, Minneapolis.

The railroad freight solicitor was not present—he knew not what he was missing.

It was a matter of regret that Geo. A. Wells, secretary of the Iowa Grain Dealers' Association, was unable to attend. It was the opinion of all present that organization was the help and salvation of the elevator man, and if Mr. Wells will make a trip over the M., I. & D. Division, he will find candidates to join to make his heart glad.

The meeting, while not as large as expected, made up in the earnestness of those present. Disputes were settled, good fellowship promoted, and men brought together to exchange ideas who otherwise would not have made the opportunity to meet each other.

The rain on the second day prevented many from being present who otherwise would have been there. A pleasant time was spent in sailing, boating and fishing on Okoboji, many making the trip to Spirit Lake.

The thanks of all present were heartily given to the secretary, R. Troendle, of the Spencer Grain Co. of Minneapolis, for bringing them together, and for the care he took of them, to see especially that everyone went to roost early and slept late.

Brother Ingolds came late. His welcome was none the less hearty. He promptly picked out Room No. 27 and made himself at home.

Tom McMichael, Geo. Putman and party took a trip to Spirit Lake.

Fred Faulkner and party took a trip around the lakes. A merry time was spent. A big advance is expected in corn and barley market.

Heath's Uhrig Fuel Company's vestpocket match-holders were in demand.

The dance on the night of the 18th was much enjoyed by the grain men.

The accident on the C., M. & St. P. near Ruthven delayed many.

The office of the Manitoba Chief Inspector of Grain, inspected during the year, ending June 30, 1900, 31,637 cars, or 26,258,710 bushels of wheat; 673 cars, or 607,600 bushels of oats; 77 cars, or 77,000 bushels of barley, and 70 cars, or 63,000 bushels of flax. Of the wheat eight cars inspected Extra Manitoba Hard, 22,140 No. 1 Hard, 4,053 No. 2 Hard, 1,698 No. 3 Hard, and 1,035 No. 1 Northern.



**THE EASTERN ELEVATOR FIRE.**

A disaster of more than ordinary interest befell Buffalo, N. Y., in the early morning of July 25, when the Eastern Elevator, the recently-purchased property of the American Linseed Company, was destroyed, and the Wells Elevator adjoining was badly damaged. The fire appeared mysteriously about midnight. Flames were first seen breaking out of one corner of the elevator near the roof. The fire department was summoned and soon had fifteen engines and a fire tug playing on the building. In spite of all efforts, however, the fire gained headway, and flames suddenly burst out in all directions. The entire upper part of the building must have been on fire before the first blaze was discovered.

It soon became evident that the utmost efforts of the department would be required to prevent the spread of the conflagration to the adjoining elevators and the Linseed Company's plant; and the marvel is that this was successfully accomplished. The Wells Elevator caught fire and was damaged somewhat, the loss to grain by water being considerable. In the neighborhood of the

gill Commission Company of Duluth, was insured for \$200,000. The elevator will be rebuilt immediately. The loss on building and machinery has been fixed by the insurance adjusters at \$225,769.

**BUCKET SHOPS RAIDED.**

On July 31, the police of Chicago raided the following places alleged to be bucketshops: John Dickinson & Co., 10-12 Pacific Avenue, members of the Board of Trade, twenty men arrested; E. A. Wirching & Co., 25-27 Sherman Street, eighty-eight men arrested; N. M. Nusley, 10 Pacific Avenue, forty-two men arrested; Chicago Commission Company, 14 Pacific Avenue, sixteen men arrested; Hotchkins & Co., 210 Opera House block, eight men arrested; Brown & Co., 6-7 Exchange Court, ten men arrested; F. C. Nohe & Co., 17 Lyric Theater building, four men arrested; Wallace & Co., 37 Dearborn Street, twelve men arrested; Henry Perkins, 78-80 Dearborn Street, fourteen women and one man arrested, in all seven places and 199 arrests.

Advance notice of the raid having been given out, one concern, the National Commission Company, with offices in the Brevoort House, produced an injunction from Judge Bishop, and when the police put in an appearance, the injunction was read. The officer then withdrew his men and left the place undisturbed.

It was a great day for the bail-bond men, as well as a memorable one for the numerous women found in the places raided, some of whom fainted under the excitement, while all were tearful. The tickers and other telegraph instruments were carried off by the police to be used as evidence. The police also threatened the "Open Board" on Pacific Avenue with a raid in case it was opened up on August 1, but the threat was not carried out.

On August 1 the parties arrested were given a hearing by a J. P. and the majority were discharged on payment of the state fine levied on "inmates of gambling resorts." A few cases were continued.

On August 3 Judge Chytraus of Chicago issued an injunction to restrain the police from further raids on the National Commission Company, with offices in the Brevoort House and Morrison Hotel. When the raid referred to above was made the police were awed by an injunction which turned out to be several years old, and had been kept on tap for the occasion. The company's protection is assured by the present order.

**NEW SHIPPING RULES AT MILWAUKEE.**

The railroads at Milwaukee have put into effect a new set of shipping rules framed for the purpose of "detecting frauds in export shipments." It is intimated but not openly charged by the roads that grain billed through Milwaukee for export has been delivered by them at waterway elevators for forwarding, but taken from them and sold for local consumption. In consequence, the shippers had been billing everything "through" where possible, so as to get the low rate.

The Joint Rate Committee's rules in force at Chicago are, therefore, now in force at Milwaukee, requiring the western roads to charge full local to Milwaukee, even when the grain is bona fide through stuff; then later when the grain leaves Milwaukee for the seaboard the billing will be adjusted to net the through rate the grain is entitled to. The change multiplies the details of grain men's bookkeeping, and is not very cordially welcomed.

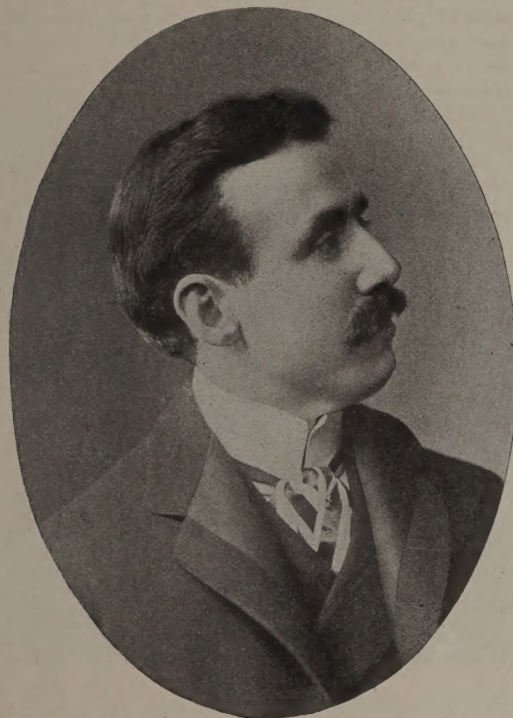
**BUFFALO ELEVATORS AT WAR.**

The Buffalo Elevator Pool is incomplete this season, the Kellogg (rail) and Watson (canal) houses being out of the combination. Under the circumstances neither they nor the pool are making any money. When the season opened canal grain was handled free and later on much of the rail grain also was handled on the same terms. This is interesting for the boys; but the frogs will begin to suffer later on.

**A PAIR OF THEM.**

The firm of Rumsey, Lightner & Co. is one of the old strictly commission houses of the Chicago Board of Trade. Its reputation among shippers is A1, for the business of handling grain on commission only having been strictly adhered to, the firm's policy has been to give its shippers the benefit of every service a commission house can be expected to render its patrons, in the belief that commission shipments properly handled are more profitable than grain sold on track, and that the commission business can be kept alive only by proving that fact to the country trade. In pursuance of this policy the firm has always had in its employ a proverbially bright coterie of young men to look after the mechanical details, so to say, of the business, do the hustling, in other words. At the present time the managers of the receiving department are Messrs. Frank M. Bunch and L. J. Bowman, whose portraits appear herewith.

Both are Illinoisans born and bred. Mr. Bunch first saw light in Peoria in 1871, while Mr. Bowman made his first bid for attention at Brimfield, Peoria County, in 1863. As grain men they are both gradu-

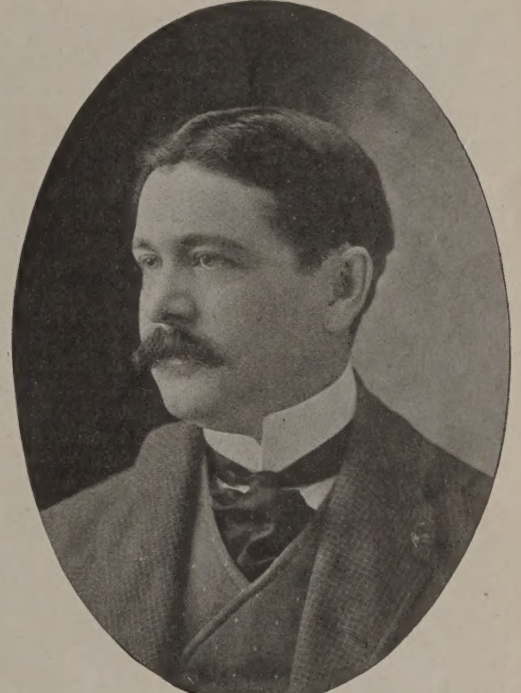


FRANK M. BUNCH.

burning building were: The Dakota Elevator, capacity 850,000 bushels; the Marine, 125,000 bushels; the Frontier, 650,000; and about a dozen huge tanks of linseed oil, each containing about 100,000 gallons. That all this property was saved from destruction is little short of marvelous when the fierceness of the fire is considered. The cupola of the burning elevator was 140 feet above the wharf. The fire roared and crackled for 100 feet above this cupola, and sent out a heat so intense as to warp the iron plates of the Wells and Wilkeson elevators and set fire to the woodwork underneath.

The Eastern Elevator was built seven years ago by the Eastern Elevator Company, composed of William P. Northrup, Charles A. Sweet, John C. Graves and George A. Lee. It cost \$275,000, and the ground under it was valued at \$75,000. The property was bid in recently under foreclosure proceedings by the American Linseed Company, at \$285,350. Ten days before the fire there was stored in the Eastern the largest cargo of oats ever brought to Buffalo, consisting of 368,300 bushels, transported on the Douglass Houghton. This, with wheat, flax and other grain, made up a total of probably not less than half a million bushels in store. The capacity of the Eastern Elevator was 1,700,000 bushels—the largest in Buffalo, with the exception of the Great Northern.

The building was insured for \$250,000; and the grain, which was owned by the Lehigh Valley, Erie and West Shore railroad companies and the Car-



L. J. BOWMAN.

ates of the Peoria Board of Trade, where each had some ten years' active experience prior to coming to Chicago.

Mr. Bunch was educated in the common schools of Peoria, and started on his career with Rugg & Bryan, proprietors of the Advance Elevator in Peoria, in 1885. He was later with Smith, Hippen & Co. for about four years, and in 1894 came to Chicago. He has since then been with Rumsey, Lightner & Co. in the capacity of salesman on the floor of the Exchange and as traveling representative of the firm in Illinois. He is a married man and has a pleasant home in Norwood Park, one of the choice suburbs of Chicago.

Mr. Bowman was educated at old Knox College, Galesburg, and started in the grain business with Warren & Co. of Peoria on July 1, 1887, remaining with that firm for about ten years. He then came to Chicago to take a position with Rumsey, Lightner & Co., and has since remained with that firm. He acts as salesman on the floor, as well as traveling representative of the firm in Iowa. His home is at Edgewater, a North Side suburb of Chicago.

Both gentlemen are included in the best class of bright young men on the Board. Energetic, intelligent, resourceful, fully en rapport with the business, they have been signally successfully as salesmen, while as traveling men have secured a wide and most valuable clientage in the states respectively covered by them.

Send us the grain news of your county.



## THE PEAVEY CONCRETE GRAIN STORAGE HOUSE AT DULUTH, MINN.

BY H. C. CHAPIN.

The problem of a suitable and fitting construction for large grain storage houses has, in America, through researches made during the past few months, received a new solution at Minneapolis. While seemingly simple, this method of building is nevertheless the result of calculations which have been carefully made, and which through practical tests have been found to be correct and accurate. The experiments demonstrate that the plans are practicable, and that no fear need be entertained of their final overthrow by unforeseen conditions or agencies which may yet arise through actual use. All the common forces which act upon buildings of this character have been given consideration. In the concrete system of construction, corrosion need not be feared; decay is impossible; thermal conditions will have no adverse effect; in fact, no force of nature, unless it be convulsions of the earth, will destroy or impair the building.

The plans for the grain storage house under consideration were made by Mr. C. F. Haglin of Minneapolis, after a thorough study of the system of concrete construction as used for grain storage buildings in Europe. Having, as he believed, devised a method for overcoming the defects of the system as utilized in former constructions for this specific class of buildings, Mr. Haglin perfected his plans as far as possible and placed them before Mr. Frank H. Peavey, president of F. H. Peavey & Co., Minneapolis, etc., and head of the extensive Peavey system of elevators. This enterprising grain merchant readily recognized the merit of the plans; but in order to satisfy himself of their ultimate success, he at once authorized the expenditure of a large amount of money in experiments. A trial bin of concrete for storing wheat was constructed at St. Louis Park, a suburb of Minneapolis. It was filled with wheat and allowed to stand for a sufficient time to fully demonstrate its stability. Meanwhile Mr. Haglin was dispatched to Europe that he might study Old-World methods on the ground, and, if possible, secure valuable suggestions from the engineers of foreign countries.

In company with Frank Heffelfinger, a member of the Peavey Company, he traveled extensively through the grain-storing belt of Europe. They visited buildings of this kind in several countries and noted the effects which certain conditions had had upon those structures; but the primary object of his trip, the determination of an accurate scale for grain pressure, remained unsettled upon his return to the United States. From his own experiments, however, he became convinced that his former calculations were correct. Preparations were then made to demonstrate the truth of the matter. The old bin which had withstood the test, and which was found to be even stronger and firmer than when first formed, was utilized in the new experiments. The roof was torn off and it was raised to nearly twice its former height without strengthening the walls. When it was completed it was again filled with wheat, and, as before, the result was found to fully corroborate the predictions of the constructor.

With these two practical and reliable experiments upon which to base estimates, Mr. Peavey was fully convinced of the success of the plans when applied to large buildings, and to signify his approval of Mr. Haglin's efforts he authorized the construction of an immense building which would call for the expenditure of a large amount of money. He has such faith in the representations of Mr. Haglin that he is at present traveling in Europe while building operations calling for the investment of a fortune are being actually carried on in the state of Minnesota.

The building which is in course of construction is located at Duluth, Minn. The entire foundation is now complete and the work upon the superstructure is well under way. Some idea of the immensity of the building can be understood when

it is stated that the storage capacity of the structure when completed will be nearly 3,800,000 bushels.

When completed the building will be radically different from others used for the same purpose in this country. It will differ not only in manner of construction but also in materials used in that construction. Not an atom of inflammable substance will be found in the building except at such places as it is absolutely necessary in the machinery. The entire structure will be absolutely fireproof and flames will have no more effect upon it than they would upon the natural and inorganic substances of which it is composed.

Concrete and steel will be the two great factors which will make up the entire building. It is probably well known to readers of this paper that concrete is of such composition that the action of the elements serves but to strengthen it with each succeeding year. As the seasons pass by and the varied natural forces are brought against it each in turn, it will be found that the substance becomes harder and more fixed. Its remarkable adhesive qualities have been well illustrated in experiments conducted by Mr. Haglin. When the cement and small round stones were mixed and allowed to thoroughly set, it was found that a fracture of the composition would result in a divi-

thermal conditions have practically no detrimental effect upon the two substances when placed as they will be in the new structure. The expansion and contraction of the two elements are almost identical and when subjected to extremes of both heat and cold they have been found to remain free from injurious effects.

The large grain storage house now being erected at Duluth, Minn., by the Peavey Company under the supervision of Mr. Haglin, will be 222 by 264 feet at the base and will rise to a height of about 125 feet. From the exterior it will appear to consist of a number of large cylindrical compartments separated from each other by short, straight walls. There will be no exterior covering of the building, but the outside of the walls of the bin will be presented to view. The roof will be flat, and, like the remainder of the building, will be of concrete and steel construction. There will be no openings in the solid walls except at the bottom, where five tunnels, or archways, will run toward the interior and between the huge cylinders.

As is common to all large buildings, the foundation consists of piles. They have been driven into the ground at distances from each other of thirty inches. Upon this groundwork was laid a heavy layer of concrete which will not only give firmness and strength to the whole building but will



ROUND EXPERIMENTAL CONCRETE GRAIN BIN ERECTED AT MINNEAPOLIS.

sion of the stones as well as the cement. The latter named material would cling so closely to the surface of the stone that its adhesion would be greater than the cohesion of the pebble.

All steel used in the building will be placed in such position that it will be entirely protected from contact with anything but the concrete. It will be imbedded several inches in this material and it will be impossible for it to lose its strength through rust or corrosion of any sort. These statements are fully substantiated by experiments which have been conducted at various times.

In a well-written article in the Engineering News, Edwin Thatcher, Member American Society Civil Engineers, says: "The Monier Company in Germany found that a wire imbedded in a concrete plate which had been immersed in water for months, not only did not exhibit signs of rust, but retained its blue color. Ernest L. Ransome states that a long time ago he imbedded a dozen pieces of hoop iron in as many blocks of concrete, leaving one end of each piece of iron projecting from the surface. After years of exposure to sea air, all the exposed iron had rusted away, or so nearly as to leave but a few jagged needles of rust that were readily removed by the hand. In all cases upon cutting into the blocks one or two inches of the iron was rust free."

When concrete-steel construction was first introduced, it was declared by engineers that thermal variations would impair its value and render the composition incapable of being depended upon. It has been found, however, by numerous tests, that

also serve as a base for a number of the grain bins.

In the whole building there are thirty circular or fundamental bins and twenty square or secondary bins. The former are ranged in rows of five each and are separated from each other by distances of about seven feet. They will measure 33½ feet in diameter and will rise to a height of nearly 125 feet. The walls at the base will be twelve inches in thickness but will gradually diminish until at the top they will measure but six inches. They will be composed of solid concrete, in which will be imbedded steel bands ¾ by 1½ inches. These bands will extend entirely around the bins in a horizontal direction and will be locked at the ends, thus lending both strength and firmness to the walls and making them capable of resisting heavy pressure from the interior.

Connecting each circular bin with the one adjoining will be a wall similar in construction to the walls of the bins except that the rods will be straight and instead of being joined at the ends they will be fastened securely in the walls of the bins. By means of this connecting wall the secondary or square bin is formed. Its sides are concave, being but the exterior walls of the four adjoining circular bins. Its base will rest upon a concrete arch and will be about eight feet above the base of the circular bin. At its greatest width, from end to end, it measures about 40 feet, but on account of its concave sides it will not contain as large amount of the grain as the circular bins.

Through this arrangement of the bins every particle of room in the entire structure will be



utilized. Each wall will serve the double purpose of acting as side to two bins at the same time. It will be impossible to reach the top of the building from the interior, but on one side, between two of the circular bins, an iron stairway and an elevator will run from base to roof.

From careful estimates it has been found that the capacity of each circular bin will be approximately 78,000 bushels. As there are thirty of these bins, the capacity of this entire class will be nearly 2,400,000 bushels. There being but twenty of the square bins and each one holding but 69,000 bushels, the entire capacity of this class will be about 1,400,000 bushels. By summing up these two figures, it is found that the entire capacity of the building will be about 3,800,000 bushels.

At the base of the building and running from side to side will be five tunnels or archways which lie directly between the bases of the circular and under the square bins. These archways are for the reception of such machinery as is found necessary for transferring the grain from the building to the cars or other vehicles. A cross tunnel in the interior of the building will connect these five transverse archways and will make it possible to move from one portion of the building to another without coming to the outside. All machinery for the elevation of the grain will be placed in a building built especially for that purpose at a short distance from the storage house. By means of a system of conveyor belts, the grain can be carried from the elevator to any part of the storage house and can be placed in whatever bin is desired.

The building of this structure will without doubt mark a new epoch in the construction of grain storage houses. The efforts of engineers in England and other European countries have been unsatisfactory for the reason that their buildings have been too massive and ponderous, and while a few advantages have been gained, yet the primary object of their work has not been attained. The houses of Rumania with block concrete construction are no doubt a step in the right direction, but the heavy cost of such buildings is the one great disadvantage to be found. When completed they are found to cost from 45 to 50 cents per bushel. Many buildings of the same construction have cost much more than this; for example, the one at Budapest, which cost not less than \$1.50 per bushel. In these buildings, both strength and durability have been secured, but it is questionable whether to the commercial world these advantages are sufficient to offset the heavy expense of construction which has been incurred.

One of the chief difficulties with which Mr. Haglin has had to contend in perfecting his plans was the entire absence of a correct and reliable scale of grain pressures. Experiments and measurements heretofore made have not been extensive or accurate enough to fully establish the scales laid down. Mr. Haglin was unable to secure any schedules which he considered correct, and for this reason he was led to make the experiments with his circular bin before proceeding with the actual work of construction upon a large storage house. In his trial bin he took the measurements for every foot of the height and by the results it was clearly shown that previous scales of wheat pressure have been incorrect and not trustworthy.

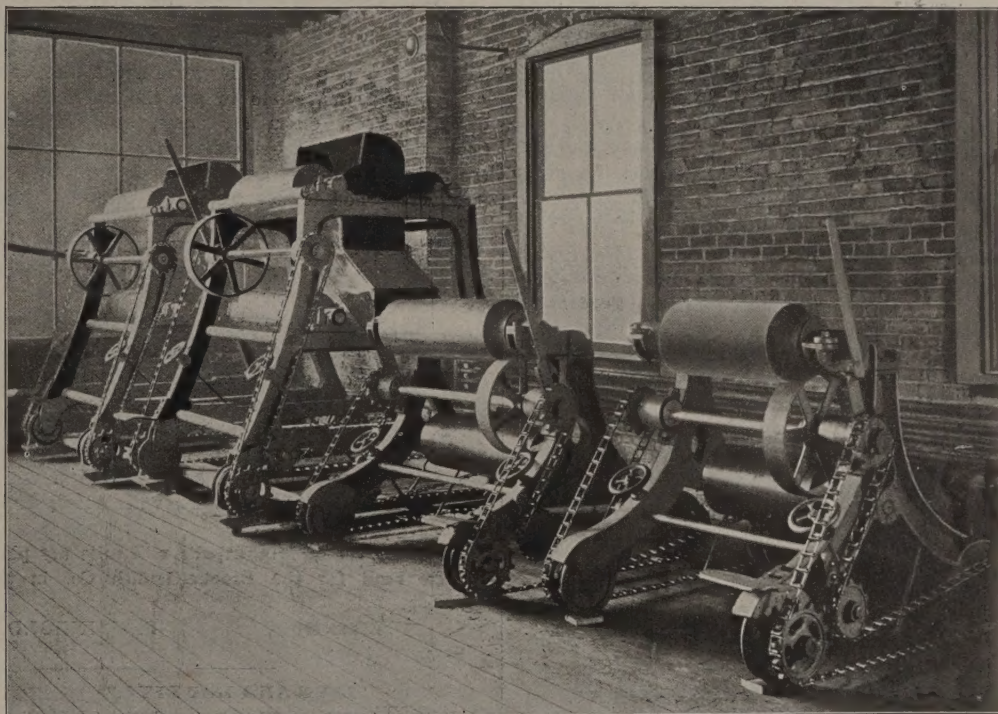
It is not difficult to perceive the great advantages of the new construction. While the immediate cost of the material and labor, compared with the character of building now in use, may be increased, yet it is evident that finally the new building will be much more economical to the grain handler. Mr. Haglin estimates that his building will cost about one-fourth as much as the Rumanian buildings, which are the most similar of any.

Insurance companies have stated that they will take risks upon the new building at figures hardly in excess of one-tenth of the present rates. This alone will be no inconsiderable item to large grain dealers. When, however, it is known that the building needs practically no repairs and that the durability is almost indefinite, the superiority of the new over the old methods is readily understood.

One feature which will have a considerable ef-

fect upon building operations where concrete is used is the new mold which has been invented and patented by Mr. Haglin. This new mold, which is made up of steel angles with wood lining held in place by yokes, is of such a character that when it is filled it is readily freed from the concrete and raised by means of screws and is again readily adjusted for refilling. Actual experiments made with this mold upon the trial bin at St. Louis Park show that the wall of the bin can be raised 64 inches in one day. There are no rods in the new mold which must be withdrawn from the concrete and as a result the wall will be left, when it is moved from one position to another, entirely solid and without breaks which must be patched up when the material has partially hardened.

The round bin shown in the picture accompanying, on the extreme left, was erected in August, 1899, to a height of 65 feet. It is twenty feet in diameter and the walls vary in thickness. The walls were raised to a height of 20 feet with a thickness of 12 inches. From 20 to 38 feet they were diminished to 10 inches, and from 38 to 65 feet the wall was only 7 inches thick. This bin



GROUP OF TRIPPERS FOR GREAT NORTHERN ELEVATOR AT QUEBEC.

was filled with wheat shortly after its erection and was allowed to stand all winter. The wheat was withdrawn in the spring of 1900 and examination showed the bin to be in perfect condition. The roof was then torn off and the walls extended to 124 feet, being seven inches in thickness for the remaining 60 feet. In May last, the bin was again filled with wheat to a height of 114 feet, it taking 29,446 bushels of wheat to fill it to that point. The grain was recently withdrawn and again the bin was found to be in excellent condition. No signs of the heavy strain were exhibited by the walls and the entire structure was found to be as perfect as when it was first erected. The cut shows also the mold in operation. No exterior stagings are necessary when the mold is in use, and the wall is left unbroken and perfect in the form in which it is first molded.

### PEAVEY DULUTH TERMINAL.

The reader will understand that the grain storage plant referred to by Mr. Chapin in the article on the concrete bin system elsewhere in this number, is only a part of the "Peavey Duluth Terminal" at Duluth. The working house, to which the system of concrete bins will be accessory, was completed some months ago, by the Barnett & Record Company of Minneapolis. It has 1,100,000 bushels' storage capacity and receiving, cleaning and ship-

ping capacity for 220 cars per day of ten hours, the three processes going at full capacity simultaneously.

### WISCONSIN GRAIN DEALERS.

The Wisconsin Grain Dealers' Association is an organization of grain shippers whose purpose is to protect themselves, the smaller shippers, from the larger dealers, who are believed to be operating with the advantage of a lower freight rate than the railroads give to the shippers in general. The Association has been in operation for something less than a year, but its meetings are held behind closed doors.

On July 31 the first annual meeting was held at the St. Charles Hotel, Milwaukee, with an attendance of about twenty dealers.

### A GROUP OF TRIPPERS.

The accompanying engraving shows a group of four trippers manufactured by the Weller Manufacturing Company of Chicago for the elevator being built at Quebec by the Great Northern Railway

Company of Canada. All these trippers are for 36-inch belts. Two of them are of the high pattern and are made reversible and self-propelling; the other two plain and self-propelling also. The reversible type are over six feet high and the plain four feet high. They are of the latest improved type, and are up to date in every particular.

### NEW ELEVATOR AT DAVENPORT, IOWA.

Geo. A. Seaverns of Chicago is now building an elevator at Davenport, Iowa. He has been handling grain at his storehouses in the west end of the city, but the handling has all been done by hand and to and from one-story houses that were originally built for feeding sheds. This is expensive. By way of reducing the cost of this work he has begun the erection of an elevator 110 feet high, and good for 300,000 to 400,000 bushels of grain with modern machinery. The property on which he is building is accessible to both the Rock Island and B. & N. tracks.

Davenport now has modern elevators owned by D. Rothschild & Co., Davenport Malt and Grain Co., D. H. Stuhr Grain Co. and a new one is in course of construction by the Davenport Elevator Co., to say nothing of the grain storage house of the Davenport Glucose Company.



**WATCHING THE HARVESTERS.**

The wheat glows like a golden sea,  
Whose billows fall and rise,  
And gleam in yellow loveliness  
Beneath the summer skies.  
Afar across the waves of gold  
The reapers steer their way;  
Their scythes they ply like shining oars  
Amid the sparkling spray.

The sighing winds come crooning down,  
And ripples softly creep  
Across the sun-kissed sea of grain  
Where wavelets hide and peep.  
The reapers shape with brawny skill  
The courses they wish to take,  
And leave behind their flashing prow  
An ever-widened wake.

The reapers, as I said before,  
Steer, as a ship that flies,  
Across the golden sea to where  
The jug of cider lies.  
And I—in fancy I can hear  
The wheaten billows roar—  
For I am loafing in the shade  
Way out upon the shore.

—Baltimore American.

**COMMUNICATED**

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

**RAILROADS SHOULD FURNISH THE DOORS.**

*Editor American Elevator and Grain Trade:*—We think it much better for the dealer that the railroad companies should furnish the doors for grain cars.

Very truly,  
Wellington, Ill. PATE & NORTON.

**GRAIN CAR DOORS.**

*Editor American Elevator and Grain Trade:*—My opinion on the grain car door question is this: That it would be better for the railroad company to equip all cars with grain doors before placing at elevators.

Respectfully yours,  
Lewiston, Minn. D. F. SMITH.

**RAILROADS SHOULD FURNISH LUMBER.**

*Editor American Elevator and Grain Trade:*—The railroads should furnish dealers with lumber for making grain doors, and plenty of it. They cannot make a door to attach to car that will always be in good order.

Yours truly,  
Edgar, Ill. A. L. STANFIELD.

**A SATISFACTORY ARRANGEMENT.**

*Editor American Elevator and Grain Trade:*—In regard to the grain door question, we are perfectly satisfied to put in the doors if the railroad companies continue to furnish them, as they have been doing with us here.

Yours truly,  
Warrensburg, Ill. WM. RITCHIE.

**THE BETTER PLAN.**

*Editor American Elevator and Grain Trade:*—Referring to the grain car door question, will say that I think the better plan is for the railroads to equip all their cars with grain doors before placing them at elevators for loading.

Yours truly,  
Hopedale, Ill. B. T. RAILSBACK.

**PURCHASED ANOTHER ELEVATOR.**

*Editor American Elevator and Grain Trade:*—We have bought the elevator formerly owned by H. H. Knapke, at St. Marys, Ohio, and will operate same in connection with the one we have here. We took possession of same August 1.

Yours very truly,  
Talbot, Ind. S. VAN STEENBERGH.

**FAIR TREATMENT FROM THE RAILROADS.**

*Editor American Elevator and Grain Trade:*—The railroads which we operate over furnish us with grain doors and abundant lumber for cooping cars. We think they treat us very fair indeed and have no complaint to make.

We do not know what the customs of other railroads are in this respect, but the Chicago &

Alton and the Atchison, Topeka & Santa Fe roads treat us as well as we could ask to be treated.

Yours truly,  
La Rose, Ill. F. N. ROOD, Manager.

**AVOIDS RED TAPE.**

*Editor American Elevator and Grain Trade:*—The railroad companies set the cars for us already provided with grain doors, thereby avoiding the usual red tape work of checking up the accounts before paying the bills.

Very respectfully,  
Trinidad, Colo. H. R. QUILITCH & BRO.

**SHOULD RAILROADS DEDUCT FOR SHRINKAGE?**

*Editor American Elevator and Grain Trade:*—We have just received a car of oats in which one door was boarded so low that the grain shook over the top. In allowing a claim, can the railroad subtract one per cent for shrinkage from the amount they have receipted for? Will be greatly obliged for any opinions on this matter.

Yours truly,  
Skowhegan, Me. STEWARD BROS.

**AN UNSATISFACTORY EXPERIENCE.**

*Editor American Elevator and Grain Trade:*—Our experience with the grain door question is all one-sided. We find that if we furnish the doors it is almost impossible to get the railroad company to allow claim for same, and our claim book is filled with old claims for car doors. If the railroad company does supply doors, we are always compelled to use additional lumber to load cars to the capacity required.

Yours truly,  
Pekin, Ill. SMITH-HIPPEN CO.,  
By J. C. Aydelott, Secy.

**WILL BUILD THREE ELEVATORS.**

*Editor American Elevator and Grain Trade:*—I have resigned my position with Brooks-Griffith Co. I expect to build three elevators on the M. & St. L. at Greenville, Rembrandt and Truesdale. I already own and operate elevators at Terril, Langdon and Spencer on the M. & St. L. and at Gilllett Grove on the C., M. & St. P., with headquarters here.

A Mr. Stover of Minneapolis will take my place on the road for the Brooks-Griffith Co. in this territory.

Yours truly,  
Spencer, Iowa. P. M. INGOLD.

**"LIVE AND LET LIVE."**

*Editor American Elevator and Grain Trade:*—I think the motto "Live and let live" is a good one and we as grain dealers should be willing to practice it. When we are willing to do the right thing by our fellow men we are doing what our Creator intended us to do.

Now, grain dealers' associations are a kind of combination to assist us in not being too selfish. The men chosen to fill the different offices in such an organization, if they are the right kind of men, will try to work up kindness and good brotherly feeling between the different dealers. I am heartily in sympathy with associations of this kind.

Yours truly,  
Garner, Iowa. ADAM SCHNEIDER.

**IOWA GRAIN DEALERS' ASSOCIATION.**

*Editor American Elevator and Grain Trade:*—The Iowa Grain Dealers' Association was organized last April and I began my work as secretary on May 15. We now have a membership including over 500 elevators.

The general object of the Association is to promote the interests and general welfare of the regular grain dealer. As secretary I am paid a salary to give my entire time and attention to the work of the Association, a prominent feature of which is to discourage scoop-shovel dealers, and to harmonize competition among the regular dealers.

The work throughout the state is done by organizing local divisions, holding local meetings, getting the dealers together and acquainted with each other. They can then discuss the troubles that

come up in their immediate vicinity and adopt uniform methods of buying grain, such as will be to the interest of the trade.

Yours truly,  
Des Moines, Iowa. GEO. A. WELLS.

**CARS SHOULD HAVE GRAIN DOORS.**

*Editor American Elevator and Grain Trade:*—From a grain dealer's standpoint, I think all cars placed at elevator by railroad company for loading with grain should be equipped with grain doors. This would save a great deal of annoyance and extra expense for all parties concerned.

Sincerely yours,  
Oto, Iowa. J. K. SPIKE.

**GOOD CROPS.**

*Editor American Elevator and Grain Trade:*—I send you one dollar for subscription to your journal. I dropped it along with some other papers, but felt quite lost without yours, so I renew my subscription.

Crops are very good in Greeley County, the first in two years that we could call good.

Yours truly,  
Scotia, Neb. T. W. COOK.

**CHANGE IN AN OHIO FIRM.**

*Editor American Elevator and Grain Trade:*—By mutual consent the firm of B. H. Palmer & Son was dissolved in May last, Mr. B. H. Palmer retiring from the firm.

The new firm of Palmer & Miller was then formed. Mr. P. C. Miller was with the old firm the past four years, for three years as manager of the Tama house, and during the past year he had an interest in the business and was manager of the Celina Elevator.

The new firm will continue to operate the elevators at Celina, Coldwater, Tama and Rockford.

Respectfully,  
Rockford, Ohio. PALMER & MILLER.

**SECOND-HAND DOORS CAUSE TROUBLE.**

*Editor American Elevator and Grain Trade:*—The practice at our elevator is, that the railroad company furnish the car doors and we put them in the car.

This worked very satisfactorily until just lately. The railroad company is now furnishing us second-hand doors, which are causing our men lots of work for the reason that we have to rebuild too many of the doors. When the company furnish new doors it is all right, but since they are furnishing second-hand doors, we would much prefer that they would take the responsibility of equipping the cars.

Yours truly,  
Kentland, Ind. RIDER GRAIN CO.

**ILLINOIS NEWS NOTES.**

*Editor American Elevator and Grain Trade:*—Coon Bros. of Rantoul, Ill., have sold their elevator at Coon's Switch on the Big Four west of Leroy, to McClure Bros. of Bloomington, for \$6,500. The capacity of the elevator is 45,000, and of the corn cribs 25,000 bushels. The transfer was made July 20.

Coon Bros. have also sold their plant at Prospect, the first station west of Rantoul, on the I. C. R. R., to Mr. Geo. Susdorf, a large land owner in that vicinity, for \$7,000. The capacity of this elevator is 30,000 bushels. The transfer was made on July 23. Mr. Susdorf also purchased at invoice price the stock of lumber which had just been put in.

The Harristown Grain Co. of Harristown, Ill., on the Wabash Railway west of Decatur, have their new elevator completed and hope to have the machinery ready to handle grain by August 1. The capacity is 60,000 bushels.

Parker & Ingram have purchased Collins & Daniels' elevator, located on the C. & E. I. Ry. at Tuscola, Ill., for \$6,000. This property changed hands January 1, 1900, for \$4,000, but the fine business done by Collins & Daniels, coupled with an exceptionally fine oat crop and prospect for a corn crop, induced Messrs. Parker & Ingram to purchase. Both are experienced grain men. Mr. Parker lives in Tuscola and Mr. Ingram will move



there from Humboldt, where he has been in the grain business for years. The date of the transfer is August 1.

Yours truly,

TRAVELER.

#### SHOULD FURNISH GRAIN DOORS TO DEALERS.

*Editor American Elevator and Grain Trade:*—In our opinion it is just as well for the railroads to furnish the grain doors and let the dealer put them in to his taste, or as the car may need. Where the car is equipped with grain door, some hay man will very likely disfigure them in loading hay, as they are often in the way. Then, if a car comes in with the doors in poor condition, the dealer would have to hunt around for something to patch with. When they furnish doors, you can patch as much as is needed with their lumber.

Truly yours, ROOT & WESTERVELT.  
Shelbyville, Ill.

#### WHEN WILL IT END?

*Editor American Elevator and Grain Trade:*—We certainly think railroads should allow cars to be equipped with grain doors at their expense.

In our opinion no other public business receives the same amount of free labor as our railroads, and enjoy the same amount of patronage. We presume that so long as no one objects to this free labor and the cost of repairing cars, etc., it will go on in the same old way.

Any sane man would certainly feel insulted if, on going to a livery barn to hire a rig, the liveryman would say, "Yes, there is a buggy, but you must get a tire set, or a step put on, or the top fixed, before using it." And yet we allow the railroads to say that very thing to us.

Respectfully, PALMER & MILLER.  
Rockford, Ohio.

#### RAILROADS SHOULD FURNISH GRAIN DOORS.

*Editor American Elevator and Grain Trade:*—The railroads here furnish grain doors with the cars and we think this the proper policy, for the transportation companies should certainly furnish the complete equipment for carrying the grain, and a grain door is a most essential part of the equipment of a grain car.

The country shipper cannot furnish the doors as cheaply as the railroads, for obvious reasons, and in case the shipper was supplying the doors, this fact would lead to constant strained relations between shipper and railroad, arising from difference of opinion as to just compensation.

It is always well to avoid any friction of this character, for our experience convinces us that the best way to get good service from the railway is to cultivate friendly relations.

From any point of view it seems to us best that the railroads should furnish the grain doors with the cars.

Very truly yours,

STOCKBRIDGE ELEVATOR CO.,

C. E. Noyes, Treas.

Jackson, Mich.

#### POOR GRAIN DOORS CAUSE SHORTAGES.

*Editor American Elevator and Grain Trade:*—Relative to the matter of grain doors in freight cars, would say that in our opinion the railroads should be required by all means to furnish cars equipped with good grain doors.

In Texas we have a great deal of trouble as a result of faulty grain doors. We have very few elevators, consequently grain is loaded from warehouses or direct from wagons; and, as we get very few cars which are equipped with grain doors, the burden of furnishing such doors falls upon the shipper in nine cases out of ten. The result is that a grain door is hastily constructed of plain, rough boxing, often without a cleat across the center, and a more insecure arrangement could hardly be imagined. To this cause can be traced practically all of the shortages in bulk grain that develop at destination points.

Now, if roads were required to furnish all cars with good and secure grain doors, this leakage and loss would be avoided; but often, in the anxiety

to get cars, shippers will accept anything and manufacture their own doors out of any kind of lumber.

We are glad that you have this matter up for discussion, as we consider it of vital importance to all handlers of grain. We sincerely hope that you will bring such influence to bear on the railroads as will secure their cooperation with the shipper in his endeavor to safely and properly transport his goods to market.

Yours truly,

PITTMAN & HARRISON.

Sherman, Texas.

#### ADVANTAGES OF DEALERS' OUTINGS.

*Editor American Elevator and Grain Trade:*—The advantages of an outing and business meeting combined, such as we have held here the past two years, over a purely business meeting, are several.

In the first place we come together for at least two days, good fellowship prevails, competitors meet and on getting acquainted learn they are all good fellows, and as a consequence they have more consideration for each other in the future.

We all meet as of one tribe, having the same vocation, and we also have the pleasure of meeting representatives of the concerns with which we do business in the business centers.

Having the large, free room of nature in all its beauty for our meeting place, we again feel young and cut up pranks and antics that would be the envy of younger boys. Everybody talks freely on such occasions and each has original ideas or methods of doing business so that we cannot help from being benefited and made keener and more up-to-date in our business.

We discuss our troubles and tribulations with an air of freedom that could not be done at a meeting in a pent-up room and too limited time, with parliamentary rules prevailing and only a few doing the talking, the rest being afraid to open their mouths for fear of being out of order.

Taking it all in all an outing and business meeting is the thing. The boys all like to get out and have a good time together and swap ideas, after a season of hard work, and the attendance is always good.

Yours truly,

S. J. CLAUSEN.

Clear Lake, Iowa.

#### THE CORN SITUATION.

*Editor American Elevator and Grain Trade:*—The corn situation in this country is getting to be quite a conundrum. Three weeks ago it looked like we would have one of the largest corn crops that the country has produced in many years, but the change in the general weather conditions has led some to believe that we will have a short corn crop.

The largest corn crop produced in this country in the past ten years was in 1896, when we produced 2,283,875,000 bushels. Last year we produced 2,078,000,000 bushels. To look at these figures it seems wonderful what disposition is made of these enormous crops, but when we take into consideration the great many uses to which corn is now put, it is very easy for one who is familiar to show the disposition.

The exportation of corn from this country is by far the largest of any cereal that is grown each year. Ten years ago many foreign countries that are now using large amounts of our maize knew nothing of corn as a food, but to-day it is taking the place of wheat in many sections.

The natural increase of exportation of corn from this country will eventually put us on a level of prices that will be most satisfactory to the producer. It used to be said that we could produce more corn in this country than would feed the world, but that theory has long since been exploded, and if we keep on with the increased exportations as we have made in the past two years, it will be a question in my mind whether or not, in order to protect ourselves at home, we will have to put some restriction upon the exportation of corn. Wherever our American maize is introduced in foreign countries it becomes a food immediately, and it is consumed much more in a general way for food in foreign countries than it is in America. This sounds strange, but nevertheless it is true.

It will no doubt be surprising to the general public to know that corn is used in so many more different ways at the present time than it was ten years ago. Corn as a human food has increased in the past ten years fully tenfold, and now we find it not only on the table of the poorer class, but it is used very largely by the rich.

Here are a few of the different products that are now being made from corn and used as human food: Cream of Maize, Corn Grits, Corn Groats, Maizelees, Maizon and numerous other trade names that are given to the products produced from corn. Then again, white corn has been used quite largely as a mixture with our wheat flour. In fact, there are a number of mills that handle largely of wheat at the present time that are mixing a certain amount of white corn, and the results caused by the mixture are so satisfactory to the consumer that it has increased thousands and thousands of bushels each year. The bread baked from this mixture retains its moisture and is much more palatable than bread made entirely of wheat flour. This discovery is the cause of the increased use of corn as a mixture. While this is not generally known or advertised to the world, still it is going on largely, and it requires an expert—in fact, a chemical analysis—to discover the mixture. As a consequence there is no question but that thousands and thousands of barrels of flour with this mixture sell for pure wheat flour. However, it is one of the very few adulterations, if you might term it as such, that is a benefit to instead of a detriment, and as long as that is the case no one should have objections to it. I merely speak of this to show the uses that corn is coming into.

One can see at a glance that with this largely increased use of corn the result will be a larger demand each year, and with our enormous exportations, increasing as they do every fortnight, there is no question but that a satisfactory price to the farmers for this cereal will be the result of the situation.

Among the cereals of the world corn has become a factor far ahead of any that are grown. Wheat used to be considered king, but to-day no one can dispute the fact that corn has wrestled the title from its bearded companion, and there is no question but that it is entitled to it and will retain it for all time to come.

H. S. GRIMES.

Portsmouth, Ohio.

#### CROPS IN THE NORTHWEST.

*Editor American Elevator and Grain Trade:*—The advent of harvest time has materially changed the outlook for the wheat belts immediately tributary to the head of the lakes and the Twin Cities, and while this entire wheat district will fall considerably short of an average yield, the production will be materially larger than the published damage reports promised. The most reliable estimates for the states of Minnesota and the Dakotas now place the entire production for the year at from two-fifths to three-fifths of an average yield, per acre basis, and the increased acreage turned last year will bring the aggregate yield to one-half the average crop.

Thrashing is now following close behind the binder in some localities and the stunted straw is turning out grain much faster than was expected; the kernels are fully matured, hard, and of fine quality; while the heads are considerably larger than would naturally be expected on the short stubble. One peculiar feature of the fields is that there are two distinct growths of straw; in one field the stalks will have the average height and in an adjoining field the straw will be about eight inches shorter; and this difference in the length of the straw seems to prevail all over the wheat belt. Unquestionably the cause is found in the start the young grain had when the first rains ceased. While of no particular significance in itself this difference in straw is forming one of the chief topics of comment among the farmers.

In the Red River Valley, comprising an area of about 300 square miles, the crop will go 40 per cent of the average yield, and a conservative safe estimate for this district places its entire yield at sixteen millions of bushels. In Richland County, a portion of the Red River Valley, the crop is rated



good, fully up to the average, and the grain is now practically harvested.

The Devils Lake and the James River Valley districts will produce one-third of an average crop and a visible supply of ten millions of bushels may be counted on from this region. The average yield for North Dakota is about fifty million bushels, and with the increased acreage turned this year, under favorable climatic conditions, would have produced sixty million bushels. At the present writing, when the harvesting is being carried on and even some of the grain is thrashed, the outlook definite and safe, the yield for the entire state of North Dakota is placed at twenty-two million bushels.

Certainly the damage reports have been somewhat colored by the bull interests; the small straw indicated a very light yield, but the farmers are being agreeably disappointed in the way the large heads turn out kernels.

In South Dakota the yield to the acre is larger than in North Dakota, but the acreage is less, and when these two facts are offset one against the other, the yield for South Dakota is estimated to be about equal to that of her sister state. During the early spring the South Dakota fields suffered less from the drouth, the young grain having been well started by big rains, thus helping it to resist the damage effect of the later dry period. The Yankton and Sioux Falls districts had a number of especially heavy showers and this fact accounts for fair crops in these districts.

Minnesota will produce about three-fourths of an average crop, and the aggregate yield for the state will be about fifty million bushels. The state has produced seventy-five million. The large number of lakes throughout this state tends to offset the effect of dry weather and generally insures a fair yield independent of climatic conditions. Where thrashing is now in progress the stunted straw is turning out from 20 to 22 bushels per acre, about eight bushels more than the farmers expected.

The aggregate yield of the entire section outlined above is estimated at one hundred to one hundred and ten million bushels; weather conditions can do no more harm and after a careful survey of the various localities this estimate will be very near the actual production.

Along the western coast the wheat sections have the largest yield in the memory of the farmers. In Washington the crop is safe and in many localities all harvested. The straw runs very large. Forty millions is estimated for the state; a large area will yield from 50 to 60 bushels to the acre.

In the Palouse district in Idaho wheat flourished this year as it never did before. Harvesting has been on for three weeks and considerable of the grain has been thrashed. The Wheat King of the Potlatch claims to have 1,200 acres that will yield 75 to 80 bushels per acre. The straw is luxuriant and the heads are filled with the kernels peculiar to this locality; they run into quantity very fast. There is, however, a difference between the kernel grown here and that of the Dakotas, the latter being of a finer quality and a much better flour grain.

Reliable estimators state that the increased yield of the far western coast will about offset the loss in the Dakotas, so that, considered all in all, the Northwest will produce very nearly its entire average yield, though losing something in quality for the aggregate crop.

New grain is now being received at the wheat centers.

Your truly, D. G. DOUBLEDAY.  
West Superior, Wis., Aug. 10, 1900.

### NEW TOLEDO ELEVATOR.

The Paddock, Hodge Company of Toledo, Ohio, is adding to its system of elevators in Ohio by a 275,000-bushel storage and cleaning house in Toledo. James Stewart & Co. of St. Louis, Mo., have the contract for its erection, and the Weller Mfg. Co. of Chicago will supply all the elevating and power transmitting machinery. Rope transmission will be used throughout, the only pulleys used in the house being in the elevator heads. The grain cleaning machinery will be furnished by the Huntley Mfg. Co. of Silver Creek, N. Y.

### AN IOWA DISTRICT CONVENTION.

A district meeting of Central Iowa grain dealers, members of the Iowa Grain Dealers' Association, was held at Marshalltown, Ia., August 2. The call was issued by Secretary George A. Wells for the purpose of adjusting certain local difficulties and agreeing on uniform methods of buying grain. About 35 members were present.

The meeting was called to order by President J. A. King of Nevada, Ia., who gave a short history of the Association, now only several months old, although it is only about two months since George A. Wells was chosen secretary. Since he took charge the membership has grown to a list of about 500 elevators, and the Association has been extended to every part of the state. The policy adopted is to have frequent meetings of the dealers of the various districts, rather than of the entire Association. The object of this meeting, said President King, was to secure uniformity of business methods and to compare notes.

Secretary Wells reported progress in the settlement of local difficulties in several of the other districts in the state, and said that it had been found practicable to establish uniform conditions without causing trouble or detriment to any. The Association had promoted harmony between local dealers who had fallen out; had got them together and enabled them to agree on lines of work along which they could accomplish better results. The territory in the western part of the state had been organized so as to work on a uniform basis. This division, taking in the towns from Cambridge east to Tama, could be so organized also. At present everybody was buying as he pleased.

The matter of the difficulty at a certain station, where it was charged that one dealer went into the country to buy, was then taken up. A lively discussion followed, and Peter Jacobson of Gilman, Ia., aroused no little merriment by a story he told on himself to illustrate the principle that "righteousness and truth will prevail." It appeared that Mr. Jacobson was once tempted to buy a lot of grain at one cent above the ruling price to accommodate a farmer and keep the grain from going to a rival. In the course of the transaction he finally lost "the price of two suits of clothes," which convinced him of the truth of the adage above quoted about righteousness, etc.

A dealer suggested that the dealers at the station in trouble should adopt an arrangement similar to that in vogue at twenty out of twenty-three stations, where his firm operates, viz., to decide on a percentage of the business and the usual conditions. Each one then gets a fair share of the profits, and no jealousy is possible. At the suggestion of President King, the two dealers at the station referred to retired to another room and soon after arrived at an amicable agreement as to division, etc.

Still another dealer at a station in trouble was called upon, who stated the cause of the difficulty in his town, which seemed to be a mutual distrust between dealers. This matter was finally settled to the satisfaction of all concerned by an agreement by which each party put up a certified check as security for good behavior.

A difficulty at still another station, caused by a scoop-shovel man who had finally built a small elevator, was taken up and considered at some length. After a lengthy discussion it was the sense of the meeting that the Association could do nothing better than to let the matter entirely alone, as any attempt to compete with a reckless buyer in one town by bidding up in neighboring towns would simply result in general dissatisfaction and trouble.

Lee Lockwood, of the B. A. Lockwood Grain Company, Des Moines, made a motion that the card bids sent to dealers should give prices at Mississippi River points and not on track. Motion seconded and carried.

N. S. Beal, of O. P. Beal & Co., Tama, presented the side of his firm in the controversy with the Kansas City Grain Company. He said that Tama as a shipping point was not large enough to sup-

port two houses in competition with the free railroad elevator, and that while his firm was willing to sell out its interests in that section, it was the first in the field and did not propose to be forced out. Final consideration of this matter was necessarily postponed on account of the absence of the representative of the Kansas City Grain Co. in that section.

A resolution was offered by Secretary Wells that the margin of profit on corn and oats should be not less than 1½ cents per bushel, and on wheat, rye and barley not less than 3 cents per bushel.

E. D. Hamlin, of Des Moines, objected that the margin on oats would be out of proportion, based on present prices.

M. W. Lee thought that dealers should have as much profit on oats as on corn.

Lee Lockwood related an incident which had come under his observation of a dealer who had been working on one-half to three-quarter cent margin and had been getting poorer every year and becoming tired of this had suggested an agreement for 1 cent a bushel margin. The agreement was made, and later the margin was raised to 1½ cents, then to 2½ cents and the dealer was very much pleased. But a larger section of territory being taken into the arrangement, it suddenly became necessary to reduce the margin to 1½ cents to keep the trade in line. The first man to kick was the dealer who had formerly sold at a one-half-cent margin. He had learned the value of an agreement.

William Schlecker of Radcliffe suggested that the matter of shrinkage be considered; also the missing of a grade, as sometimes the identical grain when shipped to different buyers would be graded differently.

Mr. Hamlin amended the resolution to raise the margin on wheat to 5 cents, and the amended resolution stating that the margin of profit on corn and oats should be not less than 1½ cents, rye and barley 3 cents, and wheat 5 cents per bushel, was carried.

Secretary Wells offered a resolution that each member receiving price cards should not raise the price until the next morning. Carried.

The following uniform rates of storage were adopted: Corn and oats free for 15 days after the first load is delivered; after that time one-quarter cent per bushel for each fifteen days or fraction thereof; wheat, rye or barley, free for fifteen days from date first load is delivered, and one-half cent per bushel for each succeeding fifteen days, or fraction thereof.

Voted: That grain buyers of the Association should adopt the use of written contracts in buying grain for future delivery.

Voted: That all members of this Association, when advised by the Secretary, will refuse to sell or consign grain to any bidder or receiving house who insists on buying or receiving grain from irregular or scoop-shovel dealers.

The following new members were received: L. G. Belin, Gilman; Wilson & Jacobson, Gilman; Himmel Bros., Radcliffe; P. C. Hanson & Sons, McCallsburg; A. W. Randall, Conrad; Gier & Belz, Conrad; R. R. Smith, Traer.

The following grain dealers were present at the convention: J. A. King, president, Nevada, Ia.; George A. Wells, secretary, Des Moines; G. L. Bowen, Le Grand; A. Kubicek, Long Point; R. R. Smith, Traer; William Schlecker, Radcliffe; E. S. Yeisley, Chelsea; Lee Lockwood, Des Moines; Johnson Bros., Cambridge; E. L. Erickson, Story City; E. R. Davis, Eldora; C. Christensen, Garvin; Gier & Belz, Conrad; H. S. Thomas, Green Mountain; J. W. Chambers, of the Peavey Grain Co., Omaha; N. R. Clift, Zearing; M. W. Lee, Mason City; E. D. Hamlin, Des Moines; C. C. Buck, Garvin; A. W. Randall, Conrad; S. S. Hanson, Collins; F. C. Nichols, Beaman; J. H. Stucke, State Center; John Connor, Tama; A. L. Cox, Marshalltown; Peter Robinson, St. Anthony; W. H. Stipp, State Center; W. C. Walters, Toledo; Henry Himmel, Radcliffe; Johnson & Swanson, Roland; George Gilbert, Rhodes; Peter Jacobson, Gilman; N. S. Beal, Tama; P. C. Hanson, McCallsburg; E. G. Miller, Melbourne.



## HOW THE NORTHERN IOWA GRAIN DEALERS' ASSOCIATION ORIGINATED AND ITS OBJECTS.

BY JAMES R. DALTON.

In the spring of 1897 the writer was visiting with his friends, John Ellickson and Chas. Rippe, at Thompson, Ia. It was suggested during our conversation that we should have an annual outing at some convenient lake, where the grain buyers of that section and the grain commission men of the different markets could meet, talk over the topics in which all were interested, become more thoroughly acquainted with each other, and have a good time. The result was that we ordered a large tent, and having decided to have our first meeting at Silver Lake, Iowa, sent out invitations, and, after receiving replies, we knew how many would be in attendance. Committees on arrangements and supplies were then appointed, and everything passed off so pleasantly that "the boys" looked forward with a great deal of interest to the next meeting.

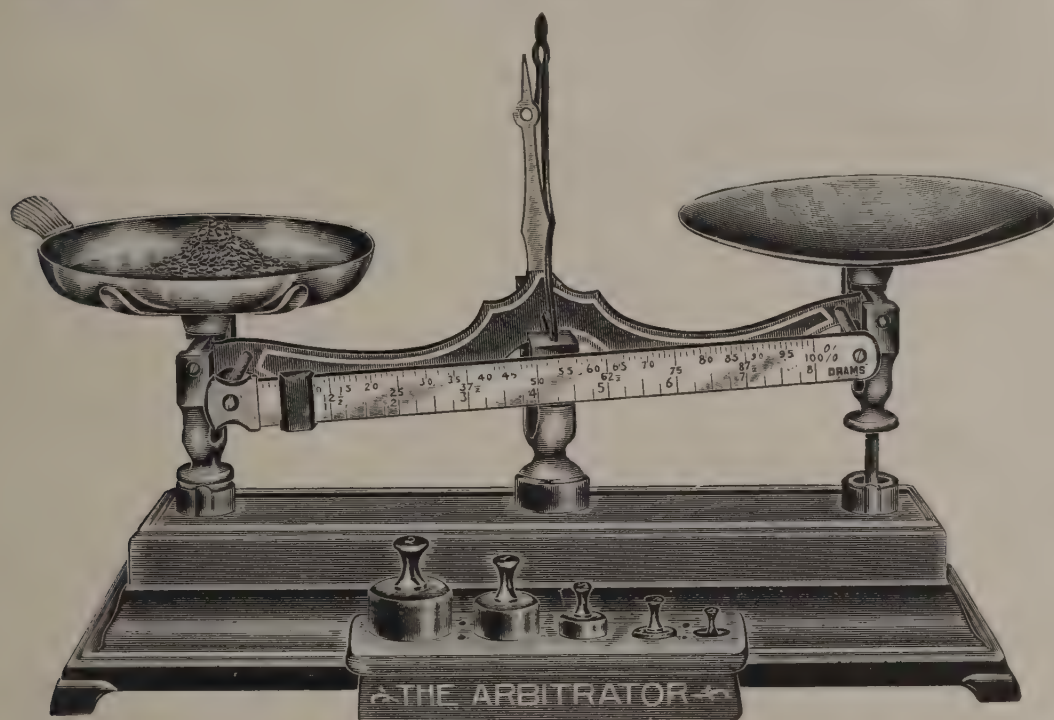
by shippers are made voluntarily and on honor. No penalty is attached in any way for breaking them. It is a fact, however, that the closer and more friendly dealers become with each other the less liable they are to do things which are to the disadvantage of their neighbors. Too much sociability cannot be mixed up with business meetings of grain men.

There are a number of vice-presidents of this Association. These officers are honorary. The active officers are: John Ellickson, president, Thompson, Iowa; Frank S. Livermore, secretary, Buffalo Center, Iowa.

A very jolly crowd attended our recent outing and most of those present made application for membership in the Iowa Grain Dealers' Association.

### THE ARBITRATOR—A WEIGHING AND PERCENTAGE SCALE.

All commercial flaxseed is mixed with unsound seed. Recognizing this the Chicago Board of Trade incorporated into an amendment governing the inspection of this cereal the requirement that un-



THE ARBITRATOR—A WEIGHING AND PERCENTAGE SCALE FOR INSPECTORS.

At our first two meetings the nearest town was ten miles away, being Armstrong, Iowa, where we rendezvoused. After the arrival of the last train, early in the afternoon, every available bus and carriage was used to transport the attendants to the campground. Many good stories could be told of things occurring during the drive to the lake, but still better ones could be related of the drive on our return. There being no hotel in the vicinity, we were obliged literally to "camp out." It was a novel experience for a great many, but all enjoyed it immensely. Eating and sleeping together in this way, the dealers (very often competitors) and commission men became, in many instances, very warm friends.

The shippers talked about existing evils; and, in many cases, they were remedied. The question of "scoop-shovel" men was brought up, and the names of commission firms who catered to that class of trade were freely mentioned. Talks of buying grain on grade were frequent and fruitful, and also the margins which the different grain and seeds should be bought on were talked about. In some sections of Iowa and Minnesota the question of dockage is a vital one. This matter also was brought up.

No initiation fee is demanded, neither are there any annual dues. The expense of the outing is divided equally among those present, and any regular grain dealer or commission man is freely welcomed. All agreements made at these meetings

sound seed in any grade should not exceed a certain positive limit.

This led Mr. S. H. Stevens, the flaxseed inspector of the Board, to devise the weighing and percentage scale which he very appropriately calls the Arbitrator. Our illustration shows its construction so plainly that nothing need be said along that line. The full power of the scale with weights is four ounces and it is sensitive to one-eighth of a dram.

The lower figures on the beam give eight drams, divided into quarter drams. The upper figures give the percentage, from 1 to 100. After separation of a sample, the tare, allowance or abatement, for difference in quality, or for moisture, or foreign matter intermixed in cereals, seeds or foodstuffs, can be ascertained at a glance. Thus one dram on the beam indicates 12½ per cent, which is the maximum of unsound seed permitted in the No. 1 Northwestern grade of flaxseed.

To learn the percentage of unsound seed in an average sample of flaxseed, to the end that its grade may be determined, it is necessary to remove as much of the impurity intermixed as is practical with the testing sieves; weigh out one-half ounce and deposit it on a sheet of cardboard. Then, by hand, separate the sound seed from the unsound and make any subdivisions desired. Then, by weighing each part separately the percentage, which is synonymous with grade, is instantly determined.

It is apparent that the use of the Arbitrator Scale can be applied to the determining of the percentage

of impurities, moisture, unfruitful seeds, etc., in any average sample with mathematical certainty, which is more reliable than the opinion of any inspector, no matter how expert he may be.

### NEW B. & O. ELEVATOR AT CHICAGO.

The Baltimore & Ohio Railroad Company on August 4 took out a permit to build an elevator at 8701 to 8759 Ontario Avenue, South Chicago, naming the cost as \$250,000. The site is in the Calumet district, the elevator to stand two blocks west of the Illinois Steel Company's grounds and four blocks north of the Rock Island group of elevators.

The plans were made and the contract for the construction taken by the Barnett & Record Company of Minneapolis. The elevator will be built of wood, with pile and concrete foundations, and brick and hollow tile veneer. It will be equipped with fourteen stands of elevators, four for receiving, three for shipping and five for cleaning, each stand having capacity of 10,000 bushels; also two stands of elevators for screenings. The scales will have 1,400 bushels' capacity, with garners to correspond.

On the first floor will be located six No. 9 Monitor Oats Clippers and four No. 9 Monitor Special Separators. On the second floor in the cupola will be a transfer belt so arranged that all the elevator legs will discharge upon it, or that grain taken in at any one leg can be discharged into any shipping spout or bin in the elevator, thus completely obviating the necessity of any re-elevations.

There will be complete dust collecting and fire protection systems.

The power plant will be located in a detached fire-proof building, located thirty feet from the elevator. It will consist of a 1,000-horse power cross-compound condensing engine, and four 200-horse power Wickes Bros. Vertical Water Tube Boilers. There will be also an electric light plant, fire-pumps, etc.

The plant, in short, will be a completely modern cleaning and transfer elevator of 500,000 bushels' storage capacity. It will be finished by November 1.

### GRAIN THIEVES GARNERED.

Patrick McCullough, known as "Blind Pat," and Peter Burke, his companion, both of the stock yards district, Chicago, were held to the criminal court recently on a charge of stealing grain from a freight car on the Wabash Railroad. Benjamin Fillion was sent to the Pontiac reformatory on the same charge. All three have been charged with the same offense before. Sneak thieves have stolen hundreds of dollars' worth of grain from freight cars, and it is only by the utmost vigilance on the part of railroad employees that these wily criminals are caught and convicted.

The method of the grain thief is to board the cars, whether at rest or in motion, break the seal on end or side door, and, having gained entrance, proceed to fill up his bag with grain. At night he is likely to be safe from observation. In the daytime he can close the door behind him and work in the dark. If the car is in motion he watches for a favorable opportunity and throws off the filled bag and jumps off after it. Then he puts the bag on his shoulder and quickly disappears. Cars standing in the yards are usually entered at night, when it is more difficult for the watchman to detect the presence of outsiders. A determined effort is now being made by the Chicago police and the railroad watchmen to stop this practice, and some of the most notorious offenders have already been gathered in.

The first carload of new wheat reached Tacoma on July 16. It graded No. 1 club and weighed 58 pounds. It came from Adams County, Washington.

A number of flour millers of Ontario, at a meeting at Galt, decided to import fifteen carloads of Kansas wheat to be distributed in their territory for seed.



## THE DISTRIBUTION OF BOARD OF TRADE QUOTATIONS.

The disagreement between the Chicago Board of Trade and the telegraph companies over the sending out of quotations arose from the purpose of the Board to shut off quotations to bucket shops, the Board having come to the conclusion that the only way this could be accomplished was by taking the news service into its own hands. A proposition, however, was submitted by the Board to the telegraph companies, which the latter rejected as "arbitrary, inequitable and impracticable." They submitted a counter proposition, which threw the onus of legal proceedings against the bucket shops entirely on the Board. It was provided that the Board might commence legal proceedings, either civil or criminal, against persons using quotations for illegal purposes, or bucket-shopping, and that "on a court finding that such person is making illegal use of quotations the service to such person shall be discontinued by the telegraph company, as far as it legally may, on the giving of a satisfactory bond by the Board of Trade, with surety, to the telegraph company, indemnifying the latter against any loss, damage, or expense which may result to it by reason of the discontinuance of said service." In other words, the Board must fight its own battles with the bucket shops, and be responsible to the telegraph company for damages besides. The Board, on the other hand, proceeded on the principle announced by Judge Tuley, that its quotations are its own property and that it has the right to say to whom they shall be furnished.

Accordingly, on August 1, the telegraph companies ceased sending out quotations of the Chicago Board of Trade. To say that the effect of this action, or inaction, was sweeping, is stating the case mildly. The speculative grain trade in nearly every large city in the United States, from Boston to New Orleans, and Denver to New York, was paralyzed on August 1, and showed but small signs of recovery on the two or three days following. Protests were sent in to the Board of Trade from every quarter. The regular exchanges were left entirely without prices to go by, but many bucket shops seemed well supplied and were doing business as usual. This state of affairs was partially remedied, however, by the formation of combinations of Chicago houses to send quotations to their own customers in various cities. The expense of collecting the figures here and distributing them at the other end of the wire is borne collectively and costs each member of the association only a small sum daily. But as yet many of the exchanges have no general arrangement for receiving Chicago quotations. The service to actual and legitimate traders is, however, improving day by day.

For the purpose of giving to the Board absolute control of its quotations, an amendment to its law regarding reports was passed by an overwhelming vote August 4. The force of the amendment, which is quoted elsewhere in this issue, is to give to the Board the entire control of the quotations, both as to time of issue and otherwise, so that no member or other person can at any time quote any other prices than those officially quoted by the Board, whether of actual transactions or otherwise. This arrangement makes the figures emanating from the Board of Trade positively authoritative and therefore valuable, and it is believed that they will be sufficient for the conduct of business on all the other exchanges, as Chicago is the only active grain market on the continent.

To meet this demand a new telegraph company has been organized, known as the Cleveland Telegraph Company, with offices in the Board of Trade building. The new concern is distributing tickers in Chicago and may extend its service to other cities. It is closely related to the Chicago and Milwaukee Telegraph Company, which furnishes quotations to patrons in Milwaukee and neighboring towns. By special arrangement with the Board of Trade these companies are able to furnish continuous quotations daily during the session. It is said that an abundance of capital is in readiness to extend the lines of the Cleveland Telegraph Com-

pany to all the principal cities of the United States.

The immediate effect on the bucket shops was not noticeably injurious, as most of them contrived in some way to get the Chicago quotations and others were furnished the New York prices. But in the long run the lack of Chicago prices cannot fail to be disastrous to the entire bucket-shop interest, as Chicago is and will continue to be the grain market of the continent and quotations from any other exchange will not be satisfactory to the bucket-shop gamblers.

## MECHANICAL AIDS IN THE INSPECTION DEPARTMENT.

The time was when the inspector of grain in the Chicago market procured his sample of grain for inspection by extending his arm to the elbow in the car and from such samples obtained based his inspection upon the entire carload. The country shipper soon learned this modus operandi of grain inspection and those among them who had the "conscience elastic" got into the habit of putting a little off grade stuff in the bottom of the car. Then the long trier was introduced, which was inserted through the grain in various parts of the car and samples were taken from every quarter of it. Yet this was not sufficient, as the corners of the car and the bottoms were still unprotected and frequently some clever shipper who cared very little as to what became of him hereafter would spread a neat but weighty layer of grains and gravel over the car's bottom. So a new device was invented and the up-to-date inspector's equipment now includes appliances by which, if he wishes, he can obtain samples by sweeping the car's bottom or he can get into any of the corners of the car.

The latest device, the arbitrator, the invention of S. H. Stevens, chief flaxseed inspector of Chicago, is designed as another mechanical aid to the inspector and also as an assistant to the country shipper's honesty. It was not so very long ago that the issue was raised that cars of grain were allowed to remain on track in the Chicago yards and then reinspected at the country shippers' loss, as the reinspection failed to meet the grade of first inspection. And yet if the first inspection was infallible the grain should not deteriorate in value on account of not going immediately to store. On the other hand, if the grain contained moisture and inspected at first higher than it should by reason of the moisture not being at once apparent, the fact remains nevertheless that even should the grain go at once to store its true condition would sooner or later assert itself.

At the present time off grades on the Chicago market are commanding very satisfactory prices in competition with contract grades, and yet all appliances that act as an aid to balance the mutual rights between man and man are entitled to a welcome consideration.

## KANSAS CITY AS A WHEAT MARKET.

The Kansas wheat crop promises to raise Kansas City this year to unusual dignity as a wheat receiver, and should the much predicted shortage in the Northwestern spring wheat crop actually occur, the southwestern city may crowd Minneapolis in the matter of wheat receipts during the crop year. For the fiscal year ended June 30, 1900, Kansas City received 17,776,000 bushels of wheat, against 29,252,000 bushels a year ago and 29,766,000 bushels two years ago. But at present outlook the receipts for the current fiscal year may reach 40,000,000 to 50,000,000 bushels. Minneapolis herself has already been a heavy buyer of Kansas wheat.

Kansas City is, however, holding none of the wheat that she receives. It goes through her elevators like water through a sieve. Millers from the Northwest, from Pennsylvania, Ohio, Indiana are buying there, while the flour export business of Kansas mills is increasing rapidly. The 100,000,000 bushels of Kansas wheat, at the rate it is moving, will be used up very quickly.

## YEAR AT HEAD OF THE LAKES.

The crop year 1899-1900 closed with July 31. Nearly 70,000,000 bushels of grain were handled at the Head of the Lake, or 29,188,100 bushels less than for the previous year and 7,369,000 bushels more than for the year ending on the same date in 1898. The wheat receipts for the year just ended were 53,198,000 bushels as compared with 77,378,000 bushels for the preceding crop year, when they were the biggest on record in this market.

For the last year the flax receipts were 8,900,000 bushels, a record breaker; barley 3,257,000 bushels; rye, 789,000 bushels; oats, 924,000 bushels; corn, 3,488,000 bushels as compared with 6,977,000 bushels during the preceding year and 4,524,000 bushels for the year ending July 31, 1898. The head of the lakes mills consumed 3,857,000 bushels of the wheat receipts.

The business of the elevators was as follows: Consolidated Elevators, 30,974,000 bushels; Globe System, 9,673,000 bushels; Terminal Elevators, 8,487,000 bushels; Great Northern Elevators, 8,399,000 bushels; Belt Line Elevators, 4,952,000 bushels; Peavey Elevator, 2,587,000 bushels; Omaha Elevator, 1,024,000 bushels; the Wells, 3,857,000 bushels; grand total, 69,953,000 bushels.

## CHAFF

Chief Grain Inspector Reishus expects to reduce the inspection force at Duluth and Minneapolis, owing to the shortage in the northwestern wheat crop.

The longshoremen at Portland, Ore., struck, July 15, for 40 cents an hour and 50 cents overtime. The pay had been 30 cents. About 150 men were affected.

Losses by the burning of wheat fields in Washington were never so large as they have been this year. The fires have been started by locomotive and other engine sparks and by incendiaries.

The bondholders in London of the Chicago Railway Terminal Elevator Company have been invited to deposit their securities with the Industrial General Trust, Ltd., for "protection." The holders want to know what this means.

For the year ending August 1, the receipts of flax at Duluth were 8,900,000 bushels. This is said to be the largest volume of flax receipts ever recorded in Duluth, and also the largest of any market in the United States, for any twelve months.

The Bessemer steamer, Douglas Houghton, sailed for Buffalo, July 19, from Manitowoc, Wis., with a cargo of 368,300 bushels of oats. This was the largest grain cargo in number of bushels ever carried on the lakes. The record which was broken was held by the Wilson line steamer, Andrew Carnegie, which loaded 332,100 bushels of oats at Manitowoc last year. The Houghton's cargo was shipped from the Northern Grain Company's elevators A and B.

At the third convention of the Georgia Wheat Growers at Macon on July 13, in competition for the Telegraph prizes, a yield of sixty-five bushels to the acre on four acres of land won the first prize, while the second best prize went to a yield of 59½ bushels. The Macon Telegraph says: "The wheat crop in Georgia this year will be the largest by thousands of bushels certainly since the war, if not, indeed, since the state was settled, but it is altogether probable that the yield for the coming season will greatly exceed even the great crop of the present."

At the annual meeting of the stockholders of the Cincinnati, Hamilton & Dayton Elevator Company, held July 17, the following directors were elected: M. D. Woodford, C. G. Waldo, A. H. McCloud, George H. Balch, C. A. Wilson, N. H. Swayne and T. H. Ferguson. It was decided to make some repairs to Elevator A, but no definite steps were taken toward rebuilding Elevator B, which was destroyed by fire last year. The shortage in the Ohio wheat crop, the continued decline in the price of building materials, and the fact that the railroad company needs the ground for dock purposes, are some of the reasons alleged for not rebuilding at present.



## Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Not Proper Form of Action.

Under the rule of law that a person cannot sue upon one theory and recover upon another, the Appellate Court of Indiana holds, in the case of Barrows against Wampler (56 Northeastern Reporter, 935), that an action for grain sold and delivered cannot be maintained where the evidence shows a contract of bailment, as, for example, a storage of grain for pay—a sale and a bailment being two entirely different things.

### No Demand Necessary When Elevator Closed.

In the case of the Citizens' National Bank of Watertown against the Great Western Elevator Company, an action instituted to recover a sum claimed to be due upon certain warehouse receipts for wheat, it was urged as one of the defenses that there was no proper demand made for the wheat represented by the receipts and no tender of the storage charges. But the Supreme Court of South Dakota holds (82 Northwestern Reporter, 186) that the receipts having been pledged as security for the payment of a note and at the time the note became due the warehouse being closed and no person in charge of same on whom a demand could be made, and it not being shown that the elevator company had any other elevator in the state at which a demand could be made of which the holder of the receipts had knowledge, it was not necessary to show a demand for the wheat or a tender of the storage charges.

### Liability of Elevator Company for Fraudulently Issued Receipts.

In determining whether an incorporated elevator or warehouse company is liable for the issuance by its agent in charge of an elevator or warehouse of fraudulent receipts for grain, the Supreme Court of South Dakota says it must be borne in mind that every transaction of a corporation must be done by its agents, and consequently a corporation is answerable for the acts of its authorized agents in the due course of business the same as if done by natural persons on their own behalf. The public, having nothing to do with the appointment or superintendency of these agents, the court continues, should not be held responsible for their honesty, and in order to make it safe to deal at all with them, the corporation should be deemed guarantors of all their acts within the general scope of the power conferred.

In conformity with reason and obvious justice, the courts apply the foregoing principle to the unauthorized, prohibited, or even unlawful acts of agents dealing with innocent third parties, when the transaction in its nature is within corporate power and apparently such as the agent is authorized to consummate. Hence the court holds an elevator company liable for grain receipts issued fraudulently by an agent having authority to issue receipts for grain. It considers his wrongful act as an abuse rather than an assumption of authority. Much the same, railway corporations are said not to be allowed to question receipts or bills of lading fraudulently issued and signed by their agents as against third persons who have given value for them in the belief that they were real and represented the delivery of property to be shipped or stored by such companies, when in fact the property was never received.

In other words, the court holds (Fletcher against Great Western Elevator Company, 82 Northwestern Reporter, 184) that the issuance of receipts for grain being within the general scope of the power of an agent, a fraudulent receipt issued by him is ostensibly sufficient, and a party receiving same for value whose integrity in the matter is unquestioned has a right to presume that the wheat has been delivered. Nor does the court consider that the South Dakota statute prohibiting a warehouseman from issuing a receipt for goods not actually received in any manner affects such a transaction; nor does

it allow the warehouseman to prove that a receipt is false and that the grain mentioned therein never had any existence, where a party has advanced money in good faith upon the representations contained therein.

### Not Sufficient Memorandum of Sale.

There are statutes in some of the states which require at least some memoranda of contracts for the sale of personalty to be performed in the future to be made in writing if the property be over a certain value. Mississippi has some such statute; so that the case of Redus against Holcomb (27 Southern Reporter, 524) was made to turn on the sufficiency of a certain postal card as a memorandum of a sale of four cars of corn to a grain dealer. Father and son were carrying on a farm as partners. The son went to a grain dealer who owned an elevator and agreed to sell him some corn, no quantity or price being fixed, but with a promise to let the elevator man know how much they could let him have and when they would make delivery. After returning home and consulting with his father, he wrote a postal card to the grain dealer, which he signed with the firm name, saying: "We can spare you four carloads of corn. If nothing prevents, can load in about two weeks." After 10 or 15 days, the price of corn began to soar, and the four carloads were never delivered. The elevator man sued for the loss of a good bargain, and the other parties interposed as their defense the Mississippi statute above referred to, the statute of frauds as it is called.

In agreement with the court below, the Supreme Court of Mississippi holds this was a good defense. It says that where a mere memorandum of a bargain of sale is relied on to take it out of the statute of frauds, the memorandum must, in its very terms, import a sale, and it must contain all the essential parts of the bargain, and they must be clearly deducible from it without resort to the verbal agreement. Under this rule, it holds that the language of the postal card was not sufficient, as it did not import a sale of corn, for the word "spare" does not necessarily or usually import a sale.

### Transfer of Receipts by Delivery.

A man by the name of Murphy deposited with the owners and operators of an elevator some wheat, for which they gave him receipts stating that they had received of him so many "bushels of wheat in store, subject to our charges for insurance," and of such and such a grade. Some time thereafter, Murphy, being indebted to a bank, gave the latter his note and at the same time transferred to it by delivery thereof these receipts as collateral security.

The elevator men, the Appellate Court of Indiana holds (Toner against Citizens' State Bank, 56 Northeastern Reporter, 731), were warehousemen under the Indiana statute, and the receipts also, it holds, complied substantially with the requirements of the statute. But the transfer of the receipts being by delivery only and not by indorsement, the court goes on to state, did not make them negotiable under the statute. Still, it was an equitable assignment of Murphy's interest, and the bank took whatever rights they gave the depositor. They were more than the acknowledgment of the receipt of property. Each receipt was a contract of bailment—an agreement to store, to hold subject to the demand of the bailor (Murphy), subject to the insurance charges therein provided for. The title of the bailor to the property could not be questioned by the bailee (the elevator or warehouse firm).

The receipts not being negotiable by the statute, the court holds that the bank took them without prejudice to any defense or other set-off existing at the time or before notice of the transfer to the elevator people. In other words, from the total value of the wheat, in an action by the bank to recover same, the court holds that the elevator people were entitled to have deducted the amount owing them from Murphy up to the time they received notice of the transfer of the receipts.

The receipts being silent as to the payment of storage, and there being a conflict of evidence as to whether Murphy was to pay storage, the court holds that that was a question for the determina-

tion of the jury. But the written receipts providing for insurance, the court holds that in the absence of fraud or mistake in their execution, they could not be contradicted on that point by word of mouth.

## DOTS AND DASHES

Memphis is handling more western grain than ever before at this season.

Memphis, Tenn., in 1899, received and sold 2,500,000 bushels of corn and 3,230,000 bushels of oats.

Harvest hands have been so scarce in Eastern Washington that even the hobo has been called on to work.

The South Dakota State Board of Railroad Commissioners has decided to employ a man to make an investigation of all the public elevators of that state.

The S. S. Isaac Elwood took out of South Chicago, on August 7, 270,000 bushels of wheat to Buffalo. This is a cargo of 8,100 tons, and is by far the largest ever carried from Chicago.

The grain men, as well as millers, wholesalers and commission men of Indianapolis, are uniting in a movement against the arbitrary railway rates that are, it is alleged, deflecting business from that city.

The United States government, on July 20, purchased 200,000 bushels of oats on the Duluth board of trade for shipment to China. The total stock of oats there was only 330,000 bushels, so that this purchase took most of it.

The grain trimmers at Galveston have demanded an advance in wages, after September 1, from 40 cents an hour, and 60 cents for night and Sunday work, to 60 and 90 cents per hour respectively. Eighty men are employed at this work in that city.

Representatives of the Gulf grain shippers met at Kansas City on August 7, accompanied by the state grain inspectors of Louisiana and Texas, to confer with grain inspectors of Missouri and Kansas respecting a standard of grading for new wheat.

Indiana dealer asks if new oats can be delivered upon September contracts? They can. It is the same as with wheat. Whenever either is good enough to grade number two, they are so graded, regardless of age. Contracts call for two and say nothing about new or old.—King & Co., Toledo.

The Tacoma West Coast Trade says: "Wm. Blair, a flouring mill man of Weston, has raised a crop of grain this year called wheat-corn, a cereal brought from Russia. In Russia it has been known to yield 125 bushels per acre. Mr. Blair's crop was at the rate of between 75 and 80 bushels. The grain has a kernel and head somewhat similar to wheat, although much longer, while it has chemically the same constituent elements as those composing corn. The grain grows rank and high.

David Dudenhaver of Chicago was held by the government in bonds of \$1,000, July 27, on a charge of fraudulent use of the mails. The postal officers say that Dudenhaver had an office in Room 423 Rialto building. In the circulars he sent out in large numbers to all parts of the country he designated himself as secretary of the Chicago Grain and Produce Association. Prospective clients were informed that they could make good profits through the medium of the Association. In March the business was opened and it closed rather hurriedly about June 1.

Iowa will have only about two-thirds of a crop of timothy seed this year. J. R. Sage of the weather service bureau said: "A representative of perhaps the biggest shipping house in the seed business in the world called on me a few days ago, and he said Iowa is about the most important factor in the timothy seed business anywhere. The United States census gave Iowa 725,000 bushels of timothy in 1898, but I think that is nowhere nearly correct. It must be almost twice that much. The farmers themselves don't know how much they have in timothy; it is hard to estimate. The crop this year will be short on account of the killing off of the clover."





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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., AUGUST 15, 1900.

Official Paper of the Illinois Grain Dealers' Association.

### A DOCK DECISION.

A curious lawsuit came to a decision at Buffalo the other day, in which the court applies common sense to an exigency growing out of modern conditions of lake commerce. It appears that the Morse and Ontario elevators occupy adjoining docks—the Morse 160 feet and the Ontario the next 196 feet, ending at the retaining wall of the slip. The Morse house was built about twenty years ago, but has not been in use for eleven or twelve years. The lake boats were then 150 to 175 feet long. Now they are 200 to 400, or longer, so that every boat running its nose against the retaining wall at the end of the Ontario's dock overlaps from 5 to 205 feet on the Morse dock.

Until 1898 the Morse made no objection, because both houses worked together as members of the pool, but when the pool dissolved it was different, and then the Morse people sought to stop the overlapping.

The court, ruling on the case, held that the canal is a channel free to all craft, and that the right of way into and through the canal includes the right to stop at the docks of abutting owners. The fact that vessels overlap the docks cannot be held to be an abuse of that right. If actual damage be caused by such overlapping, the parties damaged would have a remedy at law.

The decision, which seems to be the first on the point, is of much importance, since it applies to many docks of that city and elsewhere. It at least provides a rational solution for a problem that has grown out of modern lake steamship construction not wholly anticipated even ten years ago. It also protects the value

of certain property without inflicting other than merely incidental damage, which the law otherwise amply provides a recompense for.

### THE QUOTATION QUESTION.

Every legitimate exchange and every legitimate commission merchant in the entire country has a direct interest in the successful issue of the war which the Chicago Board of Trade is waging against the bucket shops. In asserting its right to its quotations and insisting that they shall not be perverted to the advantage of bucket shops, it has adopted a radical "war measure," but the only one, nevertheless, that promised actual results. The earnestness and good faith of the Chicago Board in its fight are indicated by the prompt discipline measured out to some of own officials who were found guilty of bucket-shopping.

This being so, the Chicago Board is entitled to praise rather than criticism for adopting the so-called "five-minute rule." This rule does not limit at all the time of sending out quotations. It merely authorizes the directors to prescribe fixed times during exchange hours at which the market prices of transactions may be quoted by members to their customers. With the authority vested in them the directors proceeded to order the quotations sent out every five minutes. Members who violate the rule are to be suspended for the first offense and expelled for the second.

The vote of the members was almost unanimous for this stringent rule. Knowing that it would entail more or less inconvenience to themselves, they nevertheless voted to lodge power with the directors to strike the most, perhaps the only possible, effectual blow at the bucket shops. That other exchanges and customers should be incommoded at the start was to be expected; that the Chicago Board will lose patronage by it in the end, we doubt. Nor is there occasion for criticism until this plan is given an honest trial. The element of time is not final; the directors can change that if it is found to be impracticable. The exchanges in other cities are interested fully as much as the Chicago Board in the suppression of the bucket shops, and no temporary inconvenience should weigh with them as against a fair trial of the quotation rule in force.

### THE CORN SITUATION.

Mr. H. S. Grimes, president of the Ohio Grain Dealers' Association, in a communication on the corn situation elsewhere in this number, makes the novel suggestion that as our exports of corn are increasing so rapidly it is within the bounds of probability that it may be necessary to check them for our own protection.

This thought of the broadening possibilities of the corn market is most cheering; yet, although Mr. Grimes is still comparatively a young man, and is "built" for a long-lived one, the imposition of an arbitrary check by ourselves to our own corn exports is not likely to be seen in his lifetime for obvious reasons. In the first place, in the corn belt, broad as are the fields of waving dark green blades, there is, after all, only a small part of the land

under culture. It is also a remarkable fact that the poor soils of Pennsylvania and New England, under good cultivation, produce more corn per acre than do Kansas or Nebraska lands, where twenty years ago the newspaper-farmers laughed at the idea that it would ever be necessary to use manure or fertilize the "inexhaustible soil" of those states. What will manuring and clean culture do for corn in the West when a bare thirty-five bushels per acre is now the best average of the country?

This country has only begun to grow corn scientifically. Its possibilities no man dare predict. Meantime, too, there is plenty of corn land in Europe, and farmers there will assuredly make progress in the culture also, even before our limits of exportation shall have been reached.

### THE HOLD-YOUR-WHEAT PROPAGANDA.

Dr. Ruhland of the Fribourg University, the European end of the international hold-your-wheat scheme, of which J. C. Hanley of Minnesota is the American proponent, has started a monthly journal, entitled "The Monthly Report of the International Office for the Adjustment of Grain Prices," printed in both the English and the French languages.

The principle Dr. Ruhland seeks to disseminate is that "the right of the farmer to obtain prices covering the cost of production is nothing more than the ancient and ever-misunderstood right of the laborer to the full proceeds of his labor." Exactly, but—Is the farmer, whose cost of production is inordinately increased by bad management or by working poor lands, or both, to be recouped by extra levies on the consumer, who is entitled to get, as he now does, the benefits of the highest type of production on the most productive lands? Or, what are the "full proceeds of labor?" Are they the proceeds of the man's hands only, or of his hands working in conjunction with other men's capital and under another man's direction? Of course, these are academic questions, but they seem to be basic to Dr. Ruhland's theory, and apparently he doesn't answer them right.

Dr. Ruhland's apology for an international organization to control wheat prices is that "enlightened and leading men have scarcely an idea as to the injustice done to the grain producer in their emulation to appear anxious for the welfare of the consumer." In which the good Doctor overlooks the principle which many contend for, that the interest of the individual as a consumer is always greater than his interest as a producer. Or, granting the opposite view, the Doctor forgets that persons not farmers are subject to the same law of competition that he seeks to free the farmers from, to say nothing of the non-farmers being far more numerous than are the farmers. He forgets, too, that the non-farmers are obliged to work just as hard at production, though of a different kind, perhaps, as does the farmer.

The fallacy of all agrarian legislation, or doctrines of farmers' "rights to prices," is that it is based on the assumption that food growing or the making of things by laborers is the only form of production. The grain dealer is a



part producer, with the farmer, of grain, as is also the railroad man and the miller, for all three give place and form value to the grain that the farmer cannot give to it and remain a farmer. Wherefore, the farmer is no more entitled to all the price at the family flour bin than the laborers working under a contractor are entitled to the possession of the house on which they work as builders.

#### COST OF MINNESOTA INSPECTION.

In response to a demand by the farmers, not only of Minnesota, but of the Dakotas also, the Minnesota grain inspection and weighing department a year ago started in to give an inspection "that inspected," and also all the trimmin's—pie and frappé with a 15-cent meal, so to say. There was a holler when the fee was raised from 15 cents to 20, and then to 25 cents per car, but after a year's trial, it now appears that even this heavy boost of the fee has not saved the department from a deficit of nearly \$10,000.

The deficit is due entirely to the expense of the appeal machinery added last year, the two boards of appeal, at Minneapolis and Duluth, each costing the department about \$10,000 a year. As the law requires the department to be self-sustaining, the question is, where is the revenue to come from? The commissioners can see no way out of it but to boost the rate again, but this the grain men oppose, and the chief inspector, who has the true, practical politician's eye, at least, "does not seem to agree as to the necessity of an increase, at least at this time." Perhaps the crop will turn out better than was thought—better wait and see is his idea.

Whether the new appeal board machinery has or has not been the cause, it is certain there has been less public complaint of the inspection in the Northwest during the past year than usual. But, having enjoyed the fun, the shippers should not now object to paying the fiddlers, especially when they ask that the fiddling go on.

#### CHICAGO'S GRAIN TRADE.

There is no more conspicuous, and, in truth, disheartening, symptom of American metropolitan journalism than its disposition to sensationalize everything in the way of news—a tendency that is growing worse instead of abating, so that the man who would know the truth must be prepared to more or less shade all statements of fact.

A fair sample of this was the recent hysterical outcry that, owing to the tunnels and the opening of the drainage canal, the grain trade is leaving Chicago. Again, when, on account of the collapse of the Rockefeller corner on freights at Duluth, ore and grain rates took a big drop, so that Duluth grain rates were below those of Chicago by ½ to 1 cent per bushel, the terrified newspapers saw the last remnants of both the grain and coal trade taking wings for the Zenith City.

No doubt the tunnels at Chicago are obstructions to the navigation of the Chicago River, while the increased current of the river calls for more watchful navigation, but neither the tunnels nor the current are obstacles sufficient

to turn commerce from Chicago or to lessen her natural grip on the grain of the Northwest.

As a matter of fact, the month of July made a new record for Chicago in a commercial way, for in spite of the calamity howlers along the river front, echoed by the sensation-mongering press, the statistics show that the city's lake commerce was the largest for any July in the history of the city. The subtreasury handled more money than in any preceding July, the bank clearings were larger, the custom house business was greater, the postoffice business was larger. Coming now to grain, we find that a Board of Trade compilation of the shipments made during the last five years shows that more wheat and corn was shipped in July, 1900, than ever before in July. While shipments of oats were above the average, they were not quite as heavy as in 1896 and 1897, but the total of grain of all kinds indicates an increase. The figures on the three principal grains are as follows:

Year.	Wheat.	Corn.	Oats.
1900.....	1,280,124	13,521,310	3,420,621
1899.....	1,002,002	10,925,213	613,414
1898.....	273,000	8,507,848	3,331,546
1897.....	592,800	12,711,564	4,639,865
1896.....	1,050,870	8,168,766	3,847,877

We assume that the business of the South Chicago elevators is here included, but these are, of course, as much a part of the Chicago terminal as any elevators located on Chicago River itself, for all the stuff handled at South Chicago is handled by Chicago men and by Chicago transportation lines. South Chicago may do the work, but the business is financed in Chicago proper.

#### FARMERS' ELEVATOR REPORTS.

The farmers of Minnesota have given rather more attention to the coöperative idea than those of perhaps any other American state. They have organized coöperative creameries, mutual insurance companies, elevators, stores, etc. There are 126 township mutual fire insurance companies in the state and about 650 coöperative creameries. There are not so many elevators. So far as appears, the insurance companies and creameries have been much more successful than the elevators or other commercial coöperative enterprises.

We are not aware that any professional sociologist has advanced a reason for this apparent anomaly. It would be interesting to have it. Does it call for a higher order of skill to successfully manage an elevator business than it does to make a creamery pay or to keep a township insurance company on a solvent basis? Frankly, we believe it does; and in this fact is the secret of the non-success of the mutual elevators.

There have been some successes, as the reports at hand of the annual meetings held in July show. The house at Amboy paid \$1,142; that at Dassel a 25 per cent dividend, compared with 30 per cent the year before; that at Renville earned \$1,500; that at Sherburne earned \$1,775 net; that at Castlewood made a good profit, and so on. On the other side of the ledger we find at Chokio the mutual elevator manager short in his accounts from \$6,000 to \$7,000; at Graceville, on purchases of 15,000 bushels only, the manager was shy \$104. The net loss is apparently greater than the gain, lumping the lots named, except that the farm-

ers claim a "moral gain" by forcing the regular dealers to pay higher prices. At St. Peters the farmers are ready to sell out, as the shareholders have become restless. On the whole, the year's business has not been so discouraging as usual to the friends of coöperation, but, on the other hand, the accomplishments have not been sufficient to cause general enthusiasm in the neighborhood even of the successful houses.

#### A NEBRASKA PROCEEDING.

The attorney-general of Nebraska has achieved public notice by filing a complaint in an Omaha police court on August 6 against A. H. Bewsher, charging him, as secretary of the Nebraska Grain Dealers' Association, with seeking to control the price of grain in Nebraska, and thereby violating the anti-trust law of the state. The complaint consists of eight counts, as follows:

First, he is charge with conspiring to form a trust for the control of the grain trade; second, with conspiring to form a trust for fixing the price of grain; third, with being a member of a trust for controlling the grain trade; fourth, with being a member of a trust for fixing the price of grain; fifth, with aiding and advising a trust for controlling the grain trade; sixth, with aiding and advising a trust for fixing the price of grain; seventh, with issuing orders and fixing rates in pursuance of a trust for the control of the grain market; eighth, with issuing orders and fixing rates in pursuance of a trust for fixing the price of grain.

It is also set forth in the complaint that the Nebraska Grain Dealers' Association controls all the grain elevators in the state, and that the prices are fixed from the central office in Omaha.

Mr. Bewsher, on hearing of the complaint, immediately waived service and went into court, where he pleaded not guilty and was released on his own recognizance. A day for the hearing will be fixed later.

It is hinted by the Omaha Bee that there may be some "politics" of a personal character in this complaint. Barring this view, however, the complaint reads very much like a "grandstand play" by a player not quite up to the game. It is quite evident the officer prosecuting has his information from second hand, so that the complaint does not seem very formidable from a legal standpoint. Otherwise it is a "just as you've been raised." If piratical competition is held to be legitimate competition, then the attorney-general will have your sympathetic consideration; otherwise, not.

However, we shall see what we shall see of this episode later on.

It may be all right to let your pugnacious disposition froth over when you read the Chinese war news in the morning, but it is just as well to remember that the capacity for folly among grain dealers can be best measured by the frequency and duration of their rows to control all the grain in sight. Nothing destroys profits and savings quicker, and nothing yields so little of permanent benefit. If "the evil that men do lives after them," something similar may be said of overbidding.



# EDITORIAL MENTION

Send us the elevator and grain news from your neighborhood.

Bear in mind that grain cars don't grow on bushes and may soon be as scarce as strawberries.

Discriminating railroads, says the Packer, are a menace to good government and an enemy to commercial welfare.

The Indiana associations are picking up new members right along—not very fast, perhaps, but they'll "get there" in time.

Overbidding causes no end of trouble to dealers and dissatisfaction to farmers. Don't do it. Pay an honest price, but no more.

This is a good time to talk to your patrons about building and repairing their corn cribs. Tell them the advantage of having good ones.

Iowa Association dealers are getting into shape to handle the growing crop of corn right. Are you with them, Mr. Iowan? If not, why not?

In making your repairs look out for the bearings and the stability of elevator heads. Preventing unnecessary friction will often save an elevator from burning.

The department of "Communicated" is always open to the reader for comment or inquiry. Use it freely. Contributions to the department are always solicited.

Grain dealers in the neighborhood of Fort Dodge, Iowa, will hold a meeting at Duncombe Hotel, in that city, on August 16, under the auspices of the Iowa Grain Dealers' Association.

A "carload" of wheat in the Toledo market is 700 bushels. A year ago it was 500 bushels. Don't forget this. But it would be much more sensible if you would buy or sell by bushels and not by carloads.

Secretary Smiley of the Kansas Grain Dealers' Association has removed from Concordia to 26 Office block, Topeka. He has recently published a list of grain dealers in that state, arranged alphabetically, and also by stations, showing, also, who are and who are not members of the Kansas Association.

The American consul at Mainz, Germany, writes that the German farmers have been warned (by Germans) against buying American clover seed, because it is alleged to contain so many weed seeds. If true, this seems like returning a Roland for an Oliver, for if we remember rightly, our agricultural department recently published the fact that certain imported German grass seeds, when analyzed, proved to be simply vile concoctions, which actually contained hardly more of the seed named than they did of impurities. The virtu-

ous indignation of the average German agrarian is something wonderful to contemplate.

The Superior Court of Pennsylvania has decided that persons engaged in the business of vending hay, straw and grain are all liable to the tax, whether they have storage barns and warehouses or not; or whether they load their hay or grain directly into cars and ship to points outside of the state or otherwise.

The Supreme Court of Arkansas has ruled that the railroad making a bill of lading, or the roads named therein as parties to it, must protect the rate and cannot charge a higher rate than is specifically named therein. If, however, the goods pass into the hands of another carrier than those named in the bill of lading, said carrier is not bound by the rate named therein.

At a late meeting of railroad freight men, the question was seriously considered whether the railroads should continue to furnish grain doors for their cars, while in Texas and the Southwest dealers are agitating the question of requiring, by statute, all transportation lines to furnish proper grain doors and to be held responsible for weights at destination. This would seem to be a not unreasonable requirement, for, as Palmer & Miller remark, in a communication on the subject elsewhere in this number, when one hires a vehicle for any purpose he is entitled to the use of one in good condition to perform the service expected of it.

Shippers of grain should study the effect on their profits of cleaning it before forwarding. Taking the item of flaxseed alone, at Duluth, says the John Miller Company, in "Facts on Flax," during the crop year 1898-99, there were received 7,370,407 bushels of flax, of which 672,080 were foul seeds and dirt. To carry these to Duluth the farmers paid not less than \$67,208 for freight, besides taking from their farms an equal value of grain and seeds that might have been used as feed. In other words, flax shippers to the Duluth market alone paid \$67,200 for the privilege of donating another \$67,200 worth of feed to the terminal elevator owners at Duluth, who sold it and put the cash in their pockets. Suppose the shipper put it into his pocket?

The attitude of the Minneapolis Chamber of Commerce on the bucket-shop question is most commendable, that exchange heartily and sincerely seconding the efforts of the Chicago Board of Trade to stamp out that aggressive and impudent evil, which is as demoralizing to the morals of the communities in which it flourishes as it is detrimental to legitimate business. President Harrington of Minneapolis said, truly, the other day that "the evil has reached a point where it is life or death to one or the other of the warring factions. Legitimate trading centers cannot exist along with these concerns. We must down them or they will down us." Yet Chicago and Minneapolis are the only two public exchanges that have taken up the fight along the same lines by adopting rules that shall keep their quotations out of the hands of the professional gamblers. All radical reforms cause some temporary in-

convenience during the period of readjustment. Chicago and Minneapolis traders, however, seem to be the only ones in the country long-sighted enough to see that the ultimate gain by crushing the gamblers will far more than offset any temporary loss of speculative business.

A national conference of farmers was held at Topeka on August 7, pursuant to a call issued by James Buller of Topeka, secretary of the Farmers' Federation. Nine states and territories are said to have been represented. The conference adopted a plan suggested by W. N. Allen, who had previously secured a \$20,000,000 charter for a farmers' company with \$10 shares. This new "trust" proposes to "fight trust with trust," build warehouses all over the West, in Galveston, New York, etc., and just work the grain market to suit itself. The \$20,000,000 isn't all raised as yet, but it, of course, will be sometime in the sweet pretty soon. Meantime this crowd of wicked farmers will take warning by Secretary Bewsher's fate and steer clear of Nebraska!

It was during the June bulge in wheat that three amateurs at St. Cloud took a flier in wheat. They spread their wings a trifle too subsequently, however, and dropped their ante. One of the parties dropped a further wad of a hundred, which he advanced for another of the trio who wanted to "stick for the big show." When the show failed to arrive the "angel" of the combination put up a holler for his hundred and finally sued for it, but his friend pleaded gambling, and "what yer goin to do about it?" Some day, perhaps, when the exchanges of the country shall have fired all their own bucket-shoppers and done what they can to stop bucket-shop gambling, debts created in the course of legitimate speculation will be again an asset of the creditor worth suing for, as any other class of debts. As it is, they are now practically valueless unless made by a man who values his business reputation.

The Buffalo elevator pool has finally succeeded in shutting up the last independent canal elevator, and incidentally in driving to the wall so much of the canal's competition with the railways. The pool's plan of campaign has been to make no charge for handling canal grain. As this compelled the canal elevators to work for nothing and find themselves, the end of the game could be easily anticipated. On August 3 the Watson house, the last distinctively canal elevator in working condition in Buffalo, was closed, and the closing is said to be final. Hereafter the canalers will pay the regular charge of half a cent a bushel or more for handling or get no grain. The blamable thing about it is that forwarders and the canalers themselves have sent grain to the railroad houses instead of to the canal house, and thereby hastened the end by withdrawing their support from the canal house. The closing of the Watson seems to many the beginning of the end of the Erie Canal, for there is a strong belief in Buffalo that Gov. Roosevelt's grandiloquent recommendation for a \$60,000,000 ditch will fail to receive the indorsement of the voters of New York, who might have voted for the \$15,000,000 enlargement asked for by the canalmen themselves.



and their more conservative friends, who believe in a barge canal, but not in a ship canal.

A number of farmers living along the line of the C. M. & St. P. road, between Canton and Harrisburg, S. D., towns lying ten miles apart, have asked the state railroad commissioners to direct that road to build a siding midway so they can ship grain and stock without hauling to either town. The commission will give the matter a public hearing on August 20, and its decision is looked forward to with great interest by the farmers. And, incidentally, of course, by the railroad company also, for this is a test case, and the company may be ordered to practically double-track its lines in the state, to say nothing of building a private switch to every farmyard in that part of the Northwest.

The tocsin warning that a canal boat trust has been formed to control the boats on the Illinois and Michigan Canal does not create the furore that it might have awakened on that waterway thirty-five years ago. Then there were 228 boats running, between Chicago and La Salle only; in 1899 there were but 64 boats, including those clearing at the Illinois River collection offices of Henry and Copperas Creek. At old "canal towns" a boat is now an "event," and it will surprise not a few "friends of the canal" to know that Chicago in 1899 received via the canal 1,650,117 bushels of corn and 553,305 bushels of oats. If the Wallace Transportation Company, recently organized at Chicago, which is said to have bought a number of the best boats on the canal, are going to make a serious effort to rehabilitate the canal as a carrier, the "trust" should receive a hearty welcome. Just what the company hopes to do does not appear to the disinterested spectator, who has watched the decline of the canal business, but the incorporators doubtless know, and, at any rate, a complete "corner" of the business of the canal by the company would hardly be able to damage anyone very seriously, no matter how exacting, since the railroads paralleling the canal never pool with it.

Students of the transportation and the "trust" problems will be interested in the legal contest now going on between Spencer Kellogg and the Western Elevating Company and the Eastern trunk lines at Buffalo. The struggle is one by Mr. Kellogg to establish, first, the right of an independent elevator in that city to obtain compensation for elevating grain, for, since payment is made to the railroad companies for both transportation and elevating, the railroads are alleged to give the amount due for elevating to the Association alone, thus ignoring the Kellogg elevator. Incidentally, also, the contest involves the question whether the New York railroads shall be allowed to force the independent, or Kellogg house, to pay the 1/2-cent elevating fee to the Association on grain handled by itself, the railroads refusing to handle grain eastward from the independent house except at a rate of 1/2 cent in advance of the rate on grain taken from the Association houses. So far in the proceedings the courts appear to have sided with the pool, having, at least technically, indorsed the railroads' contention that they need not treat all

elevators alike, regardless of membership in the pool. The discrimination is undenied, but their contention seems to be that because the railroads interested are not interstate roads they have the right, under New York law, to be as mean as they choose to be, and it's nobody's business.

The Chicago Chronicle complains that a committee of the Chicago Board of Trade directors has undertaken to censor the news of the exchange. It is to be hoped the Board will make no mistake of this kind. The Board has the right to control its quotations in order to keep them out of the hands of gamblers, but censoring the news is quite another matter, with which the public would have less patience. The censor has never been popular with Americans. They are not built that way. Besides that, a censorship is always a sign of weakness, to say the least. The Board has been doing so very well of late, trying to purge itself, that it cannot afford to assume the role of an autocrat at this time, and throw away the feeling of respect and confidence which the public is trying to repose in it again.

Variety doubtless is the spice of life, but variety in legal decisions on a given state of facts is apt to be overcharged with the peppery condiment. It reminds one of the remark of a certain chappie, who confidentially informed the barkeep that while the sporting life is never dull, it is wearing on the system. With all due respect to the judiciary, one cannot avoid the thought that in the handling of the bucket-shop question the courts are tampering with the tobasco bottle. The friends of the bucket shop on the bench can hardly hope to disabuse the public mind of the conviction that the bucket shop is none other than a species of gambling house, and yet when the chancellor announces that fact from the bench his cotemporaries across the passageway have no hesitancy in granting restraining orders to prevent the police from raiding the bucket shop as a gambling house, and, therefore, a common nuisance. There is no disguising that the courts lose dignity by this unseemly conflict of rulings on so simple a question, especially when the conflict involves "contempt of court" by the officer who obeys the orders of either or both courts. The law can never be dignified by shielding and countenancing the lawbreakers. If, because, as Judge Henry ruled at Kansas City on August 7, "the quotations of the Chicago Board are impressed with a public interest," therefore the telegraph companies must deliver them to the commission companies that desire them, "bucket shops included," no matter to what use they are put, by the same reasoning a druggist should be compelled to sell opium to any applicant, even in the face of his personal knowledge that the drug would be put to an unlawful purpose, as are the quotations when used by the bucket-shop management. A little of Judge Tuley's common sense and contempt for the mere technicalities of the law, when technicality might be twisted to the defense of rascality, would greatly elevate the law and its practice in the minds of the public, which is sometimes forced to judge of the quality of the law by the practices of the lawyers.

## IN THE COURTS

The Christie-Street Commission Company of Kansas City has obtained in that city an order for an injunction restraining the Western Union Telegraph Company from cutting off its service of Chicago board of Trade quotations.

Mrs. Elizabeth Hardinger has begun an action in the Superior Court at Chicago against Milmine, Bodman & Co. She alleges that her husband, G. S. Hardinger of Overton, Neb., in March, 1899, invested \$5,000 in wheat futures. She now asks the return of \$15,000 from the brokers under the statute which permits suit for three times the amount lost in any gambling transaction to be brought after six months have elapsed from the consummation of the deal.

An important legal contest has begun at Buffalo between Spencer Kellogg and the Western Elevating Association. Mr. Kellogg's elevator was a member of the Association, or pool, last year, but is not this year. The Association handles through its 22 to 23 elevators all the grain consigned to the trunk lines at Buffalo, and Mr. Kellogg's elevator is getting no business, or, at least, he is unable to get any pay for the business he does. On July 9, therefore, he began suit, charging discrimination against his elevator and conspiracy to injure his business, and, further, that the railroads are refusing to handle grain at his elevator because of an understanding between themselves and the Elevating Association. On July 10, Judge Kenefick ordered the officers of the Elevating Association to show their books to Mr. Kellogg's attorney. On July 13 an order was issued by Judge Hazel directing the Lehigh Valley Company to place sufficient cars at the Kellogg elevator to take 50,000 bushels of corn from the same to New York at 2 3/4 cents (the rate to the Association) instead of 3 1/2 as demanded of him, or show cause. On July 14 at the argument the Lehigh Valley attorney argued that as the road was doing business entirely within the state of New York the road was not amenable to the interstate commerce law; to which reply was made that the grain was interstate grain, and that in this particular instance the railroad was part of an interstate line. After the arguments had been presented, Judge Hazel advised the opposing lawyers to confer and reach an agreement whereby the grain might be shipped without affecting the litigation; for he said that if that were not done he would take steps to see that the grain was moved at once. On July 20, Mr. Kellogg began a similar suit against the New York Central road to get cars to move 24,000 bushels of grain to Boston for export to England, the railroad having refused to move the grain unless Mr. Kellogg paid the one-half-cent charge to the Elevating Association, making the freight rate to him 3 3/4 cents instead of 2 3/4 cents as given on Elevating Association grain. The court issued a writ of mandamus directing the road to furnish the cars required at a rate of 2 3/4 cents or show cause. Judge Hazel denied the petition for writs of mandamus in both cases. The grounds for the refusal of the writs is not clear from the information at our hands. They are mainly technical. In the New York Central case the question was whether a domestic railroad corporation, having no direct connection with the Kellogg elevator, can be compelled under the interstate commerce law to send its cars over another road to reach this particular elevator, and take grain therefrom to be delivered to another carrier, viz., the Boston & Albany Railroad. On July 23 a motion was made to vacate the order directing the Elevating Association to show its books or contracts to Mr. Kellogg's attorney, while it was contended that compliance with the order might incriminate the Association, and that, therefore, it should not be enforced, there should be some way by which the terms of the contract may be brought into court. It was held that because the facts contained in the contract were not fully established, Judge Hazel in the Federal Court could say that he was not justified in issuing a peremptory writ compelling the Lehigh Valley Railroad Company to ship the corn of the Kellogg Elevator to New York for 2 3/4 cents a bushel.



# Trade Notes

The Dickey Mfg. Co., Racine, Wis., are enlarging their plant by building a 30x50-foot, 3-story building, which will be used as a wood and paint shop.

We are in receipt of a hanger bearing illustrations of the different types of "Gus" Gas and Gasoline Engines, as made by the Carl Anderson Co. of Chicago.

The Link-Belt Engineering Co. have erected a one-story brick building, 42x75 feet, at their works at Nicetown, Philadelphia, Pa. It is being fitted up as a drafting department and will provide room for 34 tables.

Ware & Leland, commission merchants, 200-210 Rialto Building, Chicago, are distributing a pocket edition of Howard, Bartels & Co.'s "Red Book" Annex. It is filled with statistical information relating to grain, seeds, stock, cotton, provisions and live stock.

John S. Metcalf Co. have just been awarded the contract for erecting a storage annex of 310,000 bushels' capacity for the Cleveland Grain Co. at Sheldon, Ill. They will also build an addition to the present elevator, remodel same and equip it with new and modern machinery throughout.

The Downie-Wright Mfg. Co., York, Neb., report business as being above their expectations, especially among their western trade. Among the machinery contracts recently taken is that for the elevator being erected at Central City, Neb., by the Wells-Hord Grain Co., to be used for cleaning grain from their other stations.

We have received a copy of the Illustrated Price List of Buffalo Standard Scales, made by the Buffalo Scale Co., Buffalo, N. Y. It is a neatly bound and convenient sized little book of 128 pages. Grain dealers, millers, live stock shippers, and others will find their needs in the scale line fully covered by the Buffalo line of goods.

C. D. Holbrook & Co., 305 Third Street South, Minneapolis, Minn., have just issued a new catalog, No. 7. They handle all kinds of grain elevator and mill machinery, gasoline engines, etc., and make a specialty of supplying complete elevator outfits. They list many standard machines and supplies in addition to those of their own make.

The Invincible Grain Cleaner Company, Silver Creek, N. Y., whose new catalog we noticed in a recent issue, wish to send a copy of it to all who are interested in grain cleaning machinery, but who have not received one. It is a handsome catalog of 125 pages and describes a full line of machines made by the company, packers as well as cleaners.

H. Kurtz & Son, Sac City, Iowa, manufacturers and patentees of the Incline Elevator and Dump, report that John McNeil of Erie, Ill., is now building a 30,000-bushel plant on their improved system. Kurtz & Son state that they have got the manufacture of their elevator down to a practical basis and are in a position to offer special inducements in the way of ear-corn or small-grain cribbing plants, or for an all-round grain dealer's plant on railroad.

The Johnson & Field Mfg. Co., Racine, Wis., who received a medal at the World's Columbian Exposition in 1893 for their exhibit of Racine Fanning Mills and Dustless Grain and Seed Cleaners and Separators, have an interesting exhibit of these machines at the Paris Exposition. They are located at the entrance to the Maize Kitchen and will doubtless help to materially increase the company's export trade. They have a catalog of their machinery which they will send for the asking.

Barnard & Leas Mfg. Co., Moline, Ill., report the following as among their recent sales through elevator builders and supply houses: Seeley, Son & Co., Fremont, Neb., one No. 3 Warehouse Separator, two No. 1 Cornwall Corn Cleaners, one No. 1 Victor Corn Sheller, one No. 1 Willford Three-roller Mill, Weller Mfg. Co., Chicago, one No. 0 Victor Corn Sheller, B. S. Constant & Co., Bloomington, Ill., one No. 3

Victor Corn Sheller, Fairbanks, Morse & Co., Omaha, one No. 1 Willford Three-roller Mill, one Perfected Elevator Separator.

C. W. Dooley & Co. of Bloomington, Ill., report the following as recent purchasers of their Ideal Automatic Car Loader: E. S. Verry, Armington, Ill.; Crescent Grain Co., McLain, Ill.; Jordan Bros., Heyworth, Ill.; J. B. Good, Forsythe, Ill.; Robertson & Co., Mansfield, Ill.; J. J. Woodin, St. Joseph, Ill.; L. W. Porterfield, St. Joseph, Ill.; S. W. Allerton, Allerton, Ill.; E. R. Ulrich & Sons, Springfield, Ill.; E. Walker & Son, Assumption, Ill.; Hoopston Grain & Coal Co., Hoopston, Ill.; C. C. Harlan & Co., Cheneyville, Ill.; A. D. Toner, Kewanee, Ind.; A. Y. Yeryon, Hedrick, Ind.; J. F. Wellington, Kipp, Kan.; Cleveland Grain Co., Raub, Ind.

Gustavus S. Foos, the venerable president of the Foos Manufacturing Company of Springfield, Ohio, died at his home in that city on July 11. Having been born at Columbus, Ohio, on July 8, 1818, he had just entered upon his eighty-third year. The Foos family were among the founders of Springfield, an uncle of G. S. Foos having built the first house in that city. He, himself, after a career as a farmer in Illinois and store clerk in Logan County, Ohio, removed to Springfield in 1847, where he ever after resided. The panic of 1873 wiped out Mr. Foos' wealth, and at the age of fifty-seven he had to begin a business career anew with nothing. He took up the manufacture of clothes wringers, and out of this venture has grown the large business known as the Foos Manufacturing Company, in which his two sons are officers.

The Garfield Oil Company of Cleveland, O., have the following to say regarding the Black Zanzibar Anti-Rust Roof Paint, which they make: "It affords absolute protection from fire, rust and weather. The paint penetrates the fibers of the wood and presents a surface absolutely impervious to water and climatic changes. It is of especial value as a paint for elevators, as it protects them from danger of fire by sparks. It is water and dust proof. Black Zanzibar is produced on chemical principles, giving it the highest degree of durability and making it practically indestructible. It is now used on a large number of elevators throughout the United States and Canada, and is giving perfect satisfaction. A live coal placed on its surface will not ignite." The manufacturers will be pleased to send an interesting little booklet, "A Study in Black," to any person writing for one.

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, August 11, 1900, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore .....	1,275,000	1,088,000	370,000	30,000	.....
Boston .....	774,000	379,000	492,000	.....	.....
Buffalo .....	2,087,000	315,000	244,000	.....	25,000
do. afloat .....	10,943,000	1,546,000	1,755,000	338,000	5,000
Chicago .....	170,000	171,000	15,000	23,000	1,000
do. afloat .....	7,773,000	408,000	56,000	43,000	48,000
Detroit .....	1,223,000	.....	.....	.....	.....
Fort William .....	1,954,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
Galveston .....	532,000	100,000	19,000	2,000	.....
Indianapolis .....	1,641,000	255,000	11,000	7,000	.....
Kansas City .....	915,000	180,000	117,000	3,000	11,000
Milwaukee .....	.....	.....	.....	.....	.....
do. afloat .....	9,542,000	50,000	278,000	9,000	15,000
Minneapolis .....	326,000	100,000	478,000	5,000	8,000
Montreal .....	570,000	332,000	.....	.....	.....
New Orleans .....	.....	.....	.....	.....	.....
do. afloat .....	2,238,000	1,030,000	504,000	131,000	236,000
Peoria .....	8,000	6,000	439,000	8,000	.....
Philadelphia .....	3,100,000	900,000	220,000	.....	.....
Pt. Arthur, Ont. .....	73,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
St. Louis .....	3,309,000	71,000	62,000	7,000	.....
do. afloat .....	.....	.....	.....	.....	.....
Toledo .....	884,000	639,000	282,000	19,000	.....
do. afloat .....	.....	.....	.....	.....	.....
Toronto .....	22,000	.....	6,000	.....	.....
On Canals .....	68,000	1,238,000	67,000	.....	.....
On Lakes .....	1,610,000	2,266,000	442,000	.....	.....
On Miss. River .....	.....	.....	.....	.....	.....
Grand Total .....	48,218,000	11,351,000	5,869,000	625,000	350,000
Corresponding date 1899 .....	36,308,000	10,181,000	3,887,000	572,000	361,000
Weekly Inc. ....	624,000	.....	281,000	5,000	42,000
Weekly Dec. ....	.....	968,000	.....	.....	.....

Lake receipts of grain at Buffalo to August 1 had passed the 60,000,000-bushel mark.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of July, 1900:

**BALTIMORE**—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	2,347,244	2,469,600	241,069	1,296,279
Corn, bushels.....	3,525,737	3,636,969	2,984,038	2,726,386
Oats, bushels.....	591,359	389,447	858,277	47,168
Barley, bushels.....	11,648	8,293	.....	112,111
Rye, bushels.....	6,991	2,213	.....	.....
Timothy Seed, bushels.....	1,011	.....	509	605
Clover Seed, bushels.....	4,357	8,851	2,013	940
Hay, tons.....	271,045	314,024	314,386	177,888
Flour, bbls.....	.....	.....	.....	.....

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	313,191	1,559,012	520,338	851,037
Corn, bushels.....	2,237,161	2,322,115	1,484,360	1,933,337
Oats, bushels.....	1,110,816	1,003,444	290,372	622,209
Barley, bushels.....	7,348	166,511	30,040	132,784
Rye, bushels.....	715	.....	8,437	.....
Hay, tons.....	14,500	20,400	185,854	154,599
Flour, barrels.....	63,047	80,781	8,183	9,837

**BUFFALO**—Reported by Chas. H. Keep, secretary of the Merchants' Exchange:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	3,657,000	8,569,750	3,473,000	7,204,000
Corn, bushels.....	10,114,256	8,502,663	5,955,125	8,729,000
Oats, bushels.....	4,307,008	2,756,000	2,756,000	2,570,000
Barley, bushels.....	274,000	773,511	25,000	110,000
Rye, bushels.....	.....	81,888	10,000	108,000
Grass Seed.....	25,232	15,584	.....	.....
Flaxseed.....	128,000	224,675	.....	.....
Hay, tons.....	.....	.....	.....	.....
Flour, barrels.....	4,161,282	1,087,506	.....	.....

**CHICAGO**—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	2,248,592	2,563,438	1,676,853	1,161,271
Corn, bushels.....	11,079,814	15,084,386	14,621,463	16,349,995
Oats, bushels.....	6,060,596	9,280,755	7,021,019	6,607,749
Barley, bushels.....	215,520	285,080	166,653	344,961
Rye, bushels.....	91,141	122,208	128,581	117,460
Timothy Seed, lb.....	527,880	1,579,589	1,570,746	1,525,287
Clover Seed, lb.....	13,754	142,838	6,373	118,188
Other Grass Seed, lb.....	174,330	369,606	436,680	674,033
Flaxseed, bushels.....	86,458	186,010	57,730	123,126
Broom Corn, lb.....	62,000	321,758	174,015	353,309
Hay, tons.....	10,200	13,207	287	476
Flour, barrels.....	481,838	387,503	385,596	393,280

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	293,759	104,945	92,634	17,457
Corn, bushels.....	436,820	182,468	245,876	86,576
Oats, bushels.....	250,403	251,015	59,713	60,027
Barley, bushels.....	800	9,100	3	8
Rye, bushels.....	21,754	27,181	482	1,211
Timothy Seed, bags.....	517	1,351	1,038	761
Clover Seed, bags.....	584	1,678	1,199	852
Other Grass Seeds, bags.....	2,390	1,060	3,011	253
Hay, tons.....	2,984	3,804	1,397	1,858
Flour, barrels.....	115,737	151,571	82,412	121,543

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	168,194	269,408	35,183	51,122
Corn, bushels.....	814,894	169,898	141,877	217,891
Oats, bushels.....	167,469	83,973	947	2,505
Barley, bushels.....	719	3,500	.....	.....
Rye, bushels.....	2,471	9,853	1,429	2,094
Hay, tons.....	29,000	24,317	18,800	11,200
Flour, barrels.....	.....	.....	.....	.....

**DULUTH**—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	635,019	4,655,014	3,691,227	5,937,037
Corn, bushels.....	365,084	487,462	461,582	679,460
Oats, bushels.....	1,196	46,133	332,600	781,601
Barley, bushels.....	4,732	121,093	.....	53,739
Rye, bushels.....	28,007	42,023	3,509	64,049
Flaxseed, bushels.....	70,426	124,681	141,485	163,432
Flour, barrels.....	469,750	614,475	449,475	901,555
Flour production, bbls.....	500,185	833,990	.....	.....

**GALVESTON**—Reported by Dr. S. O. Young, secretary of the Cotton Exchange and Board of Trade:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	.....	.....	1,083,500	748,646
Corn, bushels.....	.....	.....	.....	127,943

**KANSAS CITY**—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	5,768,000	1,598,350	2,880,000	769,000
Corn, bushels.....	813,750	866,250	522,000	623,250
Oats, bushels.....	226,000	151,000	86,000	73,000
Barley, bushels.....	.....	.....	.....	.....
Rye, bushels.....	23,410	14,300	16,900	.....
Flaxseed, bushels.....	16,500	11,500	8,500	2,500
Hay, tons.....	10,510	8,093	4,590	2,761
Flour, barrels.....	.....	.....	51,960	18,600

**MILWAUKEE**—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	492,100	918,400	78,185	3,140
Corn, bushels.....	770,100	985,100	654,922	916,659
Oats, bushels.....	475,200	1,254,000	782,201	1,267,710
Barley, bushels.....	198,900	301,750	245,500	324,384
Rye, bushels.....	42,000	67,900	9,600	66,219
Timothy Seed, lb.....	.....	206,040	108,680	123,873
Clover Seed, lb.....	8,650	15,460	34,895	.....
Flaxseed, bushels.....	.....	3,480	.....	4,000
Hay, tons.....	1,372	1,377	.....	86
Flour, barrels.....	336,820	269,055	394,953	370,227

**MONTREAL**—Reported by Geo. Hadrill, secretary of the Board of Trade:

Wheat, bushels.....	1,202,907	1,249,925	1,116,531	1,402,557
Corn, bushels.....	1,850,210	1,797,070	1,593,110	2,071,531
Oats, bushels.....	554,961	423,580	840,128	567,739
Barley, bushels.....	73,551	80,884	122,773	56,522
Rye, bushels.....	135,343	10,163	151,094	19,462
Flaxseed, bushels.....				
Flour, bbls.....	69,845	282,099	105,407	254,614



**PEORIA**—Reported by R. C. Grier, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1900.	1899.	1900.	1899.
Wheat, bushels.....	41,850	39,156	14,900	2,601
Corn, bushels.....	855,304	1,820,700	765,500	962,850
Oats, bushels.....	941,200	765,200	915,500	968,200
Barley, bushels.....	14,250	14,250	10,750	11,250
Rye, bushels.....	16,800	7,250	2,400	1,800
Mill Feed, tons.....	84	740	1,320	6,210
Seeds, lb.....		26,000		30,000
Broom Corn, lb.....	45,000	39,000	15,000	30,000
Hay, tons.....	1,880	2,120	130	120
Flour, barrels.....	53,120	37,920	47,600	29,450

**MINNEAPOLIS**—Reported by G. D. Rogers, secretary of the Chamber of Commerce:

Wheat, bushels.....	8,750,370	5,087,690	962,290	1,434,010
Corn, bushels.....	401,280	352,944	149,180	178,590
Oats, bushels.....	962,140	571,140	390,390	491,760
Barley, bushels.....	27,650	19,140	28,700	31,130
Rye, bushels.....	19,640	29,900	42,230	41,480
Flaxseed, bushels.....	19,750	36,550	23,575	151,020
Hay, tons.....	2,248	1,123	84	65
Flour, barrels.....	16,923	12,715	1,124,375	1,024,419

**SAN FRANCISCO**—Reported by T. C. Friedlander, secretary of the Produce Exchange:

Wheat, cents.....	977.184	416.658	587.963	323.658
Corn, cents.....	4.315	10.695		1.237
Oats, cents.....	80.820	72.591	10.518	3.818
Barley, cents.....	209.155	454.475	2.087	263.598
Rye, cents.....	4.180	9.353		
Flaxseed, sacks.....				
Hay, tons.....	20.417	15.983	9	1.812
Flour, barrels.....	137.665	121.969	79.422	78.32

**ST. LOUIS**—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange:

Wheat, bushels.....	3,318,000	1,396,000	1,334,140	1,333,335
Corn, bushels.....	1,547,200	2,323,200	1,639,150	1,810,800
Oats, bushels.....	912,000	920,400	232,200	216,460
Barley, bushels.....	3,000		8,550	2,300
Rye, bushels.....	33,000	6,750	15,310	3,600
Grass Seed, packages.....				
Flaxseed, bushels.....				
Hay, tons.....	9,911	9,349	6,161	3,832
Flour, barrels.....	108,065	103,035	169,100	151,933

**TOLEDO**—Reported by Denison B. Smith, secretary of the Produce Exchange:

Wheat, bushels.....	961,000	4,328,000	116,000	2,081,000
Corn, bushels.....	1,421,000	1,243,000	1,850,000	1,370,000
Oats, bushels.....	2,250,000	2,230,000	401,000	251,000
Barley, bushels.....	82,000	90,000	32,000	85,000
Rye, bushels.....	29,000	58,000	7,000	52,000
Clover Seed, bags.....		1,580		1,983
Flour, barrels.....				

**NEW ORLEANS**—Reported by Hy. H. Smith, secretary of the Board of Trade:

Wheat, bushels.....	367,254	952,867	340,401	966,467
Corn, bushels.....	1,110,446	493,104	717,092	301,878
Oats, bushels.....	426,686	233,265	275,828	6,038
Rye, bushels.....				
Flour, barrels.....	32,256	63,841	32,634	11,794

Following is Secretary Smith's report of the receipts and shipments of rice at New Orleans for the season ending July 31, 1900, with comparisons for the preceding season: Receipts of rough rice (sacks), 869,510, against 684,827.

Distribution, 897,744, against 664,780. Total stock August 1, 385, against 28,619. Receipts of clean rice (barrels), 220,708, against 168,448. Total stock August 1, No. 1, 590, against 9,978; No. 2, none, against 189.

## RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending August 12 has been as follows:

July.	NO. 2* R. W. H.T.		NO. 1* S. P. W.H.T.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1, N. W. FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.....	81½	82½	79	79½	4 ¾	4 ¾	14½	14½	26	26	180	180
11.....	78	78½	78	78½	3½	3½	14½	14½	24	24	161	161
10.....			76½	77½	4	4	14½	14½	24	24	158½	158½
9.....			76½	77½	4	4	14½	14½	24	24	158½	158½
8.....	77½	77½	76½	76½	3½	3½	14½	14½	24	24	158½	158½
7.....	77	77	76½	76½	3½	3½	14½	14½	24	24	158½	158½
6.....	77	77	76½	76½	3½	3½	14½	14½	24	24	158½	158½
5.....	77	77	76½	76½	3½	3½	14½	14½	24	24	158½	158½
4.....	77	77	76½	76½	3½	3½	14½	14½	24	24	158½	158½
3.....	77	77	76½	76½	3½	3½	14½	14½	24	24	158½	158½
2.....	77	77	76½	76½	3½	3½	14½	14½	24	24	158½	158½
1.....	77	77	76½	76½	3½	3½	14½	14½	24	24	158½	158½
31.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
30.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
29.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
28.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
27.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
26.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
25.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
24.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
23.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
22.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
21.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
20.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
19.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
18.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
17.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
16.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
15.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
14.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
13.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
12.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
11.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
10.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
9.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
8.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
7.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
6.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
5.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
4.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
3.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
2.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½
1.....	76½	77	74½	75½	3½	3½	14½	14½	24	24	158½	158½

\* Nominal price. † Holiday.

During the week ending July 20, Prime Contract Timothy Seed sold at \$3.10@3.20 per cental; Prime Contract Clover Seed at \$8.00; Hungarian at \$0.65@0.75; German Millet at \$1.00@1.40; Buckwheat at \$1.15@1.30 per 100 pounds.

During the week ending July 27, Prime Contract Timothy Seed sold at \$3.25@3.40 per cental; Prime Contract Clover Seed at \$8.00; Hungarian at \$0.65

@0.75; German Millet at \$1.00@1.40; Buckwheat at \$1.15@1.30 per 100 pounds.

During the week ending August 3, Prime Contract Timothy Seed sold at \$3.05@3.15 per cental; Prime Contract Clover Seed at \$8.00; Hungarian at \$0.65@0.75; German Millet at \$1.00@1.40; Buckwheat at \$1.15@1.30 per 100 pounds.

During the week ending August 10, Prime Contract Timothy Seed sold at \$3.20@3.25 per cental; Prime Contract Clover Seed at \$8.40; Hungarian at \$0.60@0.70; Buckwheat at \$1.10@1.20 per 100 pounds.

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 24 months ending with June as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	'99-1900.	1898-99.	'99-1900.	1898-99.
August.....	624,375	668,420	670,392	978,790
September.....	1,231,875	1,212,780	775,135	729,806
October.....	1,162,814	1,140,280	348,149	572,650
November.....	1,068,698	769,210	555,308	309,824
December.....	812,875	423,980	494,339	281,720
January.....	174,000	313,200	23,423	231,619
February.....	259,500	180,960	110,605	107,220
March.....	339,750	313,760	221,255	380,768
April.....	188,750	271,440	60,683	185,000
May.....	206,250	272,000	204,890	139,633
June.....	16,500	121,220	16,168	67,305
July.....	20,000	175,625	53,361	194,129
Total bushels.....	6,997,382	5,860,915	3,773,908	4,463,384

## EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending August 11, as compared with same weeks last year, have been as follows:

Articles.	For week ending Aug. 11 Aug. 12.		For week ending Aug. 4 Aug. 5.	
	1901.	1899.	1901.	1899.
Wheat, bushels.....	2,018,000	2,254,000	2,160,000	2,620,000
Corn, bushels.....	2,566,000	5,648,000	3,417,000	5,095,000
Oats, bushels.....	380,000	629,000	1,015,000	836,000
Rye, bushels.....		112,000	7,000	55,000
Barley, bushels.....		197,000	97,000	240,000
Flour, barrels.....	17,100	296,800	23,400	350,900

## CROP REPORTS

The flax acreage of Idaho is smaller than usual.

Oklahoma's corn crop will probably yield 70,000,000 bushels. Besides, she has big crops of oats and hay.

A reduction in acreage of hay of 5.3 per cent is indicated by the government crop report, as also a lower condition by 6.8 points as compared with last year.

The regular August crop reports from county and township correspondents throughout Iowa show the following averages in condition: Corn, 105 per cent; flax, 95.

Kentucky corn bids fair to average from 40 to 45 bushels per acre. Wheat in Kentucky is the best average crop in ten years. Barley shows a condition of 100 and rye of 98.

Flax harvesting has already begun in the southern part of North Dakota and will continue throughout the state until frost. Late rains are said to have improved the flax prospect.

Advices received from Central Illinois under date of August 12 state that heavy showers have saved the corn crop, which was threatened with serious damage by the prolonged hot weather.

Michigan has one of the poorest wheat crops in the history of the state. Corn is doing well. A good crop of oats has been harvested, the average yield for the state being 34 bushels per acre.

From reports to the Ohio Department of Agriculture by correspondents in various parts of that state, the average condition of crops was as follows August 1: Wheat, 24 per cent; oats, 91 per cent.

Corn promises to be a big crop in Indiana, the estimate by J. W. Egnew, Deputy State Statistician, being 10½ per cent greater than last year. The oats crop also is in quantity and quality exceeding all expectations.

Continued hot weather has resulted in a further decline in the condition of the corn crop in the southwestern states. The predictions of Statistician Snow in this regard have been verified by the government report in that only about one-half a crop can be expected from one-half the acreage of Kansas, and on one-third of Nebraska's area not more than 60 per cent of a crop is possible. These unfavorable conditions apply almost exclusively to the district south of Maryland and the Ohio River

and in Texas, Oklahoma, Kansas and parts of Nebraska.

The rain which fell July 15 and 16 in the entire corn belt of Nebraska and Western Iowa is said to have insured the corn crop in those states. The Elkhorn Railway officials predict 300,000,000 bushels in Nebraska, the largest previous yield being 298,000,000 bushels in 1896.

Taking Illinois as a whole, the injury done by hot weather is not serious. Late corn has suffered more than early corn, but only in spots. Oats have been harvested and the average yield is large and quality generally good. There has been a large yield of rye. A fair average yield of wheat is reported.

The Canadian crop outlook is not promising so far as wheat is concerned, the government estimate for Manitoba being only 11,000,000 bushels. The average will be about 7½ bushels to the acre. In Ontario, however, the wheat crop is of exceptional quality and quantity. Oats, peas, barley and buckwheat have done well and will bring up the crop average of the Dominion to a fair figure.

The latest official crop advices from South Dakota state that wheat is of good quality and that in the southeastern counties there will be a good yield; elsewhere,



# ELEVATOR

## GRAIN NEWS

### CENTRAL.

The new elevator at Knox, Ind., is completed.

A new elevator has been completed at Hillsboro, Ind.

Elevators are being built at Garr Creek and Celina, Ohio.

The elevator at Tomah, Ohio, is being repaired and improved.

An elevator is being built at Paoli, Ind., by the Paoli Milling Co.

Churchill & Co. are completing an elevator at Tillmanville, Ind.

Newman & Barnard are building a grain elevator at Greenfield, Ind.

An addition is being built to the Rose Elevator at Brookston, Ind.

T. Read is building an addition to his elevator at Pinckney, Mich.

Churchill & Co. have sold their North Elevator at Gilbert Mills, Ohio.

A grain elevator is being built at Birch Run, Mich., by a Mr. Wahahan.

C. M. Lemon of Bedford has purchased the Hyatt Elevator at Plainfield, Ind.

The elevator at Fountain City, Ind., has been equipped with new machinery.

F. M. Hamilton has purchased W. H. McMillin & Co.'s elevator at Ging, Ind.

The Colburn Grain Co.'s new elevator at Colburn, Ind., is completed and taking in grain.

W. J. Thomas & Co. of Schoolcraft, Mich., are buying grain at the Leesburg Elevator.

C. E. Nichols of Lowell, Ind., has improved his elevator and nearly doubled its capacity.

Magee & Paffenbach's elevator at Elmore, Ohio, destroyed by fire recently, will be rebuilt.

The Imperial Grain & Milling Co., Toledo, Ohio, has incorporated with a capital of \$15,000.

The Ohio Cereal Co., Circleville, O., has been incorporated with a capital stock of \$500,000.

The parties who lost their elevator at Wren, Ohio, by fire recently, have decided not to rebuild.

Work has been commenced on the Hammond Seed Company's new building at Bay City, Mich.

Samuel Finney has completed extensive improvements on his elevator at West Lebanon, Ind.

The Reliance Mfg. Co. are putting some new machinery into J. F. Pearson's elevator at Terhune, Ind.

F. L. Tompkins, formerly of Vicksburg, is buying grain at the Grand Trunk Elevator at Cassopolis, Mich.

McClellan & McKibben, Farmers Station, Ohio, have added flour and feed exchanging to their grain business.

It is reported that the elevators at Moffit Station, owned by a Toledo company, will be moved to Belmore, Ohio.

Ira Cadwallader has a fine new elevator at West Lebanon, Ind., about completed. It is of 75,000 bushels' capacity.

Hagey, Moore & Co. are moving the elevator, which they purchased some time ago, from Wyatt to Rolling Prairie, Ind.

Emery Thierwechter & Co. of Oak Harbor, Ohio, recently purchased two Hall Grain Distributors for their new elevator at that place.

Shelby & Smith, grain dealers of Sheridan, Ind., have leased the Sohl Elevator at Westfield and will do a grain and seed business there also.

McLaughlin & Ward of Jackson have built an addition to their elevator at Leslie, Mich., to enable them to have their beans handpicked at that place.

The Berne Grain & Hay Co., which recently purchased the S. W. Hale warehouse and elevator at Geneva, Ind., are reported to be doing a lively business.

John Wahl is rebuilding his grain, hay and coal buildings at Monroe, Mich., which were destroyed by fire last winter. The elevator will be of 20,000 bushels' capacity. Its equipment will all be new except the gas engine, which will be provided with

new cylinders. The elevator will be completed about September 1.

It is reported that Raymond P. Lipe of Toledo will build an up-to-date elevator at Sherwood, Ohio, on the B. & O. Ry., where he has been a buyer for several years.

The Cleveland Grain Co. of Cleveland, Ohio, has just completed an elevator at Hillsboro, Ind., with a capacity of 20,000 bushels. The B. S. Constant Co. had the contract.

C. F. Davison of Markle, Ind., has contracted with the Reliance Mfg. Co., Indianapolis, for a new elevator equipment, including one of their No. 7 Combined Cleaners.

The Northern Indiana Seed Company of Valparaiso has been incorporated with a capital of \$2,000. E. E. Shedd, Ella B. Shedd and H. J. Schenck are the directors.

On account of poor health, C. R. Huston, senior member of the grain, implement and carriage firm of Huston & Dawson at Ann Arbor, Mich., has sold his interest to his partner, Martin Dawson.

Harry Freese of Sherwood, Ohio, has been making extensive improvements on his elevator. He has put a new steel roof on the building and put in new dumps and a 12-horse power gasoline engine. He has also repainted the building.

The Barnard & Leas Mfg. Co. report the following recent sales to Ohio grain firms: Leesburg Grain Co., Leesburg, Ohio, one No. 0 Victor Corn Sheller and one No. 0 Cornwall Corn Cleaner. Royce, Coon & Tinkham, Latty, Ohio, one No. 2 Victor Corn Sheller. Cecil Grain & Lumber Co., Cecil, Ohio, one No. 3 Victor Corn Sheller and one No. 3 Cornwall Corn Cleaner.

### ILLINOIS.

The new elevator at Allerton, Ill., is completed.

P. K. Wilson is building an elevator at Birkbeck, Ill.

B. W. Fitzwater has sold his elevator at Windsor, Ill.

Truby & Son are enlarging their elevator at Elwood, Ill.

T. J. Pursley has an elevator under construction at Sivers, Ill.

T. Feehery is building an addition to his elevator at Cardiff, Ill.

The Nashville Milling Co. will erect an elevator at Houston, Ill.

The new elevator at Lafayette, Ill., was completed last month.

M. R. Meents & Sons have built a new grain office at Ashkum, Ill.

E. Davis has begun the erection of a grain elevator at Cadwell, Ill.

S. A. Evans will again buy grain at Galesville, Ill., after September 1.

W. S. Russell is completing an addition to his elevator at Allentown, Ill.

Merritt Bros. are building a 40,000-bushel elevator on the 3-I at Dwight, Ill.

Thos. Blake is buying grain at Nauvoo, Ill. He ships to St. Louis by boat.

A. J. Parke & Co. have sold their elevator at Hindsboro, Ill., to Ed. Foster.

Van Vlek & Frost of Deers, Ill., have installed a car loader in their elevator.

Benson Bros. & Co. have completed their 62,000-bushel elevator at Colfax, Ill.

D. W. Pittman will install a gasoline engine in his elevator at Lewistown, Ill.

Mike Weidner has purchased Songer & Co.'s West Side Elevator at Cissna Park, Ill.

J. M. Murray & Co.'s elevator at Minonk, Ill., has been enlarged and improved.

Costello & Crocker are greatly enlarging their elevator capacity at Argenta, Ill.

J. H. Hawes is building additional storage room for 10,000 bushels at Atlanta, Ill.

J. H. Bishop has placed a new 10-horse power engine in his elevator at Bishop, Ill.

Roberts & Moschel's new elevator two miles west of Eureka, Ill., is about completed.

O. B. West has purchased C. M. Corbin's half interest in the elevator at Yates City, Ill.

Improvements have been made on the elevator at Lerna, Ill., operated by J. H. Snowden.

E. J. Rising has purchased an interest in the elevator of A. D. Derrough & Co. at Mahomet, Ill., and the firm name is now Derrough & Rising. A

feed mill has been put in and the elevator will be enlarged to about 35,000 bushels' capacity.

A. Keeler of Pearl City, Ill., has put in new dump scales and otherwise improved his elevator.

Scott & Rivers have completed some improvements in their elevator at Stillman Valley, Ill.

R. G. and William Clegg have located at Farnell, Ill., where they recently purchased an elevator.

The Halliday Elevator Co., Cairo, Ill., has increased its capital stock from \$30,000 to \$80,000.

W. L. Majors of Mattoon has sold his grain and coal business at Magnet, Ill., to Ed. Morris.

A. J. and J. T. Powell of Bellflower recently purchased W. J. Culbertson's elevator at Vermilion, Ill.

Bateman & Noble Bros. have installed a new gasoline engine in their elevator at Farmer City, Ill.

Samuel Stackhouse has sold his interest in the elevator at Milmine, Ill., to his partner, George Hay.

White & Mueller, grain dealers at Champaign, Ill., now have their office in the Masonic Temple there.

It is expected that the new Halliday Elevator at Cairo, Ill., will be ready for operation by September 1.

Brunson & Stahl have purchased Hargreaves Bros' elevator at Ritchie, Ill., and took possession July 15.

H. C. Hall has purchased the interest of his partner, B. F. Stephens, in the grain business at Ludlow, Ill.

It is reported that W. J. Roller has decided to erect a fireproof elevator at Newman, Ill., to cost about \$6,000.

W. Boulware of Foosland, Ill., has placed a 10-horse power gasoline engine in his elevator at McNulta Switch.

Edwin Mezger and S. Kreisman of Chicago are reported to be buying grain at Lockport and Wilmington, Ill.

A farmer in the vicinity of Castleton, Ill., is reported to have made a sale of 50,000 bushels of corn last month.

Work is in progress on Stege Bros' new 50,000-bushel transfer and cleaning house at Mattison, Cook County, Ill.

Dunaway, Ruckrigel & Co. of Ottawa recently sold their elevator at Serena, Ill., to the Neola Elevator Co. of Chicago.

The Fisher Flour Co. of St. Louis will build at Cairo, Ill., a 30,000-bushel elevator in connection with a large flour mill.

The Fuller Grain Co. of Gardner, Ill., has been incorporated with a capital of \$10,000 by O. H., R. D. and O. B. Fuller.

The two elevators at Leverett, Ill., have been moved a short distance to make room for the Illinois Central's extra track.

H. S. Goodman of Bondville, Ill., late buyer for the Middle Division Elevator Co., is now buying grain on his own account.

Knapp & Jennings are building an addition to their elevator at Ashton, Ill., capable of storing about 20,000 bushels of oats.

Risser Bros. have let the contract for building a 12,000-bushel elevator at Greenwich, Ill. It will be operated by steam power.

The United States Sugar Refinery, Waukegan, Ill., are building five steel grain storage tanks of 100,000 bushels' capacity each.

The long-established firm of E. & I. Jennings at Mattoon, Ill., has leased its elevator to McLean & Duncan of Decatur for one year.

J. C. Maddin, who has been buying grain at Del Rey, Ill., for Rogers, Bacon & Co., is now buying on his own account in that market.

A report from Cramer, Ill., says oats are of fine quality and yielding well, some going 70½ bushels to the acre and none under 47 bushels.

Mr. Schmidt's new elevator at Huey, Ill., is nearing completion. It stands on the site of the building destroyed by fire several weeks ago.

Arthur Watson has leased the Bartlett Co.'s elevator at Cramer, Ill., and will operate it in connection with his house at Farmington.

Amos Rutledge of Leroy, Ill., a dealer in grain, recently filed a petition in bankruptcy, scheduling liabilities of \$4,210.99 and assets of \$250.

L. M. Kaser has purchased a gasoline engine for use in his elevator at Niota, Ill. Charles W. Welter of Nauvoo is now associated with him in the grain business. They will buy grain at Niota and several



other stations, and will pay ferriage for the grain delivered to Montrose by farmers of Nauvoo vicinity.

E. T. Holloway & Son of Wing, Ill., have completed their new oats house, also a new engine house, and have installed a new gas engine.

W. H. Kiernan, the well-known elevator contractor of Galesburg, has just completed a modern elevator at Scottsburg, Ill., for Warren & Co. of Peoria.

The Zorn Grain Company, Bloomington, Ill., has been incorporated with a capital stock of \$25,000 by Garnett S. Zorn, Thomas Will and E. S. McClure.

On August 1 the Hazenwinkle Grain Co. of Hudson, Ill., sold their elevator plant at El Paso to Shepard Bros. The price is said to have been \$5,000.

L. W. Wheeler of Kankakee, Ill., has removed to Lawrence, Pocatontas Co., Iowa, where he is erecting several new elevators, with Laurens as headquarters.

E. M. Wayne & Co. of Delavan, Ill., have begun work on their new elevator, on the Henry Curtis farm on the C. & A. R. R. between Delavan and Hopedale.

E. G. Jones of El Paso, who recently purchased the Asa W. Skinner elevator at Hudson, Ill., has moved the office nearer to the elevator and put in new scales.

E. S. Greenleaf of Jacksonville, Ill., will remodel his grain elevator at Alexander and also build new cribs 145x24 feet. The Union Iron Works have the contract.

The Holzman-Bennett Grain Co., Grant Park, Ill., has been incorporated with a capital stock of \$25,000 by Fred Holzman, George M. Bennett and Wm. H. Burchard.

R. F. Cummings has a 50,000-bushel elevator nearing completion at Clifton, Ill. When completed, an annex will be built on one side, giving additional capacity for 20,000 bushels.

Roberts, Moschel & Mosiman of Morton, Ill., have purchased a site at Groveland, Ill., on which to erect a modern elevator. Mr. Heck will be their representative there.

The capacity of Keiser & Holmes' elevator at Gibson City, Ill., is being increased to 60,000 bushels. This elevator is reported to have handled 80,000 bushels of grain in June.

Charles Miller has sold his interest in the elevator firm of H. Van Beuning & Co. at Emden, Ill., to his partner, H. Van Beuning. Mr. Miller will engage in the live stock business.

Two large elevators are being constructed at Fairland, Ill., one by John Lowry and the other by Barney Kuhn. Mr. Lowry is also having a well bored for water for steaming purposes.

Hargraves Bros., whose elevator at Symerton, Ill., was recently destroyed by fire, have put in a dump for temporarily handling grain, and will at once commence work on a new elevator.

The Union Iron Works have just completed remodeling the elevator of Lyons & East at Cerro Gordo, Ill. The capacity is 40,000 bushels and power is furnished by a 35-horse power gasoline engine.

L. M. Loomis has purchased the Farmers' Elevator at Stronghurst, Ill., for about one-third its original cost, it is said. There is so much stock feeding in that locality that but little grain is shipped out.

The American Cereal Co., Chicago, has leased the Indiana Elevator on the South Branch of the Chicago River at Nineteenth Street; capacity, 1,500,000 bushels. The elevator is owned by the Western Indiana Railway.

The new 30,000-bushel elevator of the Harristown Coal & Grain Co. at Harristown, Ill., started up the first of August. Power is furnished by a 25-horse power Atlas Steam Engine. The Union Iron Works had the contract.

On August 1 Ingram & Parker succeeded J. C. Collins in the elevator business at Tuscola, Ill. Oliver Parker owns the elevator at Hayes, and J. Willis Ingram was a member of the elevator firm of Ingram & Ernst at Humboldt, but has sold his interest to his partner, J. M. Ernst.

The Whittaker Elevator at Padua, Ill., which was owned by Mr. Edwin Felts, has been sold to Mr. A. H. Webber, a wealthy retired farmer of Arrowsmith. The consideration was \$3,600. The elevator will be run by the new owner's son, Mr. Frank Webber, who was formerly a business man of Bloomington.

The Chicago Elevator Co., whose affairs are being wound up, has paid the claim of A. O. Slaughter & Co. in full. The latter held a note with the former's warehouse receipts as collateral. The grain represented by same had been shipped out

without the receipts being canceled, as already noted in these columns.

The Neola Elevator Co., under the direction of local manager A. S. Barnes, has been improving its elevator plant at Mt. Carroll, Ill. They have put in a gasoline engine, ear corn dump, etc.

The first cars of new Illinois wheat received by the Sheliabarger Mill & Elevator Company of Decatur ranged in weight from 59 to 62½ pounds per bushel, a carload of the latter weight coming from Meredosia, Ill.

George Moschel of the firm of Simpson & Moschel, Washburn, Ill., has purchased the interest of his partner, J. A. Simpson, and will conduct the business under his own name. The capacity of the plant is 125,000 bushels.

C. A. Vincent is making improvements in his elevator at Odell, Ill. Among other things he is putting in new shafting and a system of rope drives in place of belts. The handling capacity of the house will be greatly increased.

Moberly Bros. of Windsor, Ill., are overhauling their elevator and building an addition that will give them a total storage capacity of 20,000 bushels. The necessary new machinery was furnished by the Union Iron Works of Decatur.

At Greenview, Ill., on August 2 the grain and coal industries were reported to be at a complete standstill owing to the failure of the C. & A. to take out loaded cars and furnish empty ones. Both thrashing and mining were stopped for the time being.

Frank Supple, who operated the Bloomington Elevator for 18 years, up to a year ago, is again in charge of that house. He also recently purchased the Brokaw Elevator at Brokaw, Ill., which, with his elevator at Twin Grove, gives him a total of three elevators.

#### EASTERN.

The grain firm of Dempsey & Sparks, Gloucester, N. J., has dissolved.

E. W. Eldridge has sold his grain and hay business at East Wareham, Mass.

H. G. Dick has sold his grain business at North Scituate, Mass., to the Lincoln Mill Co.

The Lehigh Valley Railroad's large new elevator near Black Tom, N. J., is now in operation.

It is reported that Sitley & Son of Camden, N. J., will erect a grain elevator at Gloucester City.

The McLeod Milling Co., St. Johnsbury, Vt., are rebuilding their grain warehouse which was burned.

Clark & White, grain dealers at Council, N. H., have dissolved and D. Waldo White continues the business.

Isaac Decou recently purchased the Yeisley Elevator at Woodbine, Va., and installed some necessary new machinery.

A. A. Miller and Luther Leiter are arranging to build an elevator on the C. V. R. R. at Long's Station, near Greencastle, Pa.

T. A. Holt & Co. of North Andover, Mass., have increased their grain storage capacity by the erection of a building 35x40 feet.

R. S. Goodwin of Rumford Falls, Me., is fitting up a building for a grain store and will put in an electric motor for grinding feed.

The Wm. E. Livingston Co., Lowell, Mass., has been incorporated with a capital stock of \$20,000 to deal in grain, hay, flour, coal, wood, etc.

The Sowl Grain & Milling Co. of Salamanca, N. Y., has been incorporated with a capital of \$12,000. The directors are: G. E. Spauling, E. J. Sowl and Fred Miller.

The long-established firm of Sprague & Williams, South Framingham, Mass., is retiring from the retail business and will hereafter do only a wholesale business in grain, hay, flour, etc.

The grain dealers of Woonsocket, R. I., have united in closing their places of business on Thursday afternoons during July and August in order to give their employees a half holiday.

The Davis Feed Co., Rutland, Vt., has been incorporated with a capital of \$50,000 to deal in grain, etc. The incorporators are E. B. Aldrich, F. L. True, G. R. Marsh, T. Aldrich and J. A. Merrill.

The fire loss on the Eastern Elevator at Buffalo, N. Y., owned by the American Linseed Co., has been adjusted for \$225,769. It is reported that the elevator will be rebuilt on the same site, and completed before the opening of navigation next year.

The well-known firm of Oscar Holway & Co., having stores at Augusta and Auburn, Me., has been incorporated as the Oscar Holway Company, for the purpose of carrying on a wholesale flour, grain, seed and grocery business. Capital stock \$125,000, of which all is paid in. The officers are: Oscar

Holway, Augusta, Me., president; George P. Martin of Auburn, treasurer.

The Lackawanna Mill & Elevator Co., Scranton, Pa., are building a large elevator and feed mill. The main building is 173x87 feet and 75 feet high. The portion to be used as an elevator will have capacity for 50,000 bushels. Storage will also be provided for 75 carloads of hay.

E. J. Clark and W. P. Dean of Prattsburg, N. Y., have consolidated their business interests and formed a copartnership for dealing in hay, grain and beans, cement, coal, lumber, etc. The firm of Coryell & Clark has been dissolved and Mr. Clark retains the business in Prattsburg. Coryell & Stever have purchased the Branchport interests.

Several years ago the Chesapeake & Ohio Grain Elevator Company bought from the Central Trust Company, of New York, a valuable elevator property at Newport News, Va. The elevator company was unable to get a clear title. The property was sold several months ago to Mr. E. I. Ford, representing a syndicate, for \$125,000. Suit was brought against the Central Trust Company, of New York, et al. to clear the title, and a decree was entered by the court, confirming the sale to Mr. Ford.

#### IOWA.

Geo. Link has completed an elevator at Hughes, Iowa.

A 50,000-bushel elevator is nearing completion at Ritter, Iowa.

A 25,000-bushel elevator is being completed at Cornell, Iowa.

A 20,000-bushel elevator is being erected at Parkersburg, Iowa.

Joseph White's new elevator at Rolfe, Iowa, is about completed.

The Schamel Elevator at Dallas Center, Iowa, is about completed.

W. D. Ewing is completing a 10,000-bushel elevator at Delta, Iowa.

The Nye & Schneider Co. are completing an elevator at Dike, Iowa.

C. F. Austin & Co. have sold out their grain business at Vincent, Iowa.

Raines & Forbes of Hull have purchased an elevator at Alvord, Iowa.

Cheaney & Bennett have leased the Russell Elevator at Marne, Iowa.

Work is in progress on the Nye & Schneider Co. elevator at Stout, Iowa.

Roach, Keck & Wold have a new elevator just completed at Lester, Iowa.

The Interstate Elevator Co. has a new elevator under way at Dolliver, Iowa.

P. M. Ingold of Spencer, Iowa, is preparing to build an elevator at Greenville.

J. H. Spinharney is now doing business in his new elevator at Manson, Iowa.

C. H. Stone & Co., Spirit Lake, Iowa, have been making repairs on their elevator.

An elevator is being built at Voorhies, Iowa, for the Northern Grain Co. of Chicago.

John Clary has sold his new elevator at Hornick, Iowa, to E. S. Medbury of Illinois.

W. W. Albright is the successor of Harrison & Albright, grain dealers at Lewis, Iowa.

C. W. Hastings is manager of the Spencer Grain Co.'s establishment at Ruthven, Iowa.

An elevator is being built at McCallsburg, Iowa, to replace the one recently blown down.

The Davenport Elevator Co.'s large new structure at Davenport, Iowa, is nearing completion.

The Des Moines Elevator Co. are building storage for 40,000 bushels of oats at Clare, Iowa.

W. G. Schneckloth has purchased Oliver Henderson's grain business at Gladbrook, Iowa.

Anderson & Fraser of Pioneer, Iowa, are building storage room for 40,000 bushels of oats.

A 20,000-bushel elevator has just been completed at Dike, Iowa, for the Nye & Schneider Co.

W. H. H. Myers & Son of Milford, Iowa, have put new roofing and siding on their elevator.

Moore Bros. & Felthouse have made improvements on their elevator at Emmetsburg, Iowa.

Marsh Howard has succeeded Arvidson & Engdahl in the grain business at Harcourt, Iowa.

Barnard Bros. of Sloan, Iowa, have purchased an elevator at Owego and also the old Logan Elevator at River Sioux. This gives them three ele-



vators, all of which will probably be looked after personally by members of the firm.

The Northwestern Iowa Grain Co. are putting up an addition to their elevator at Woden, Iowa.

L. L. Druly & Co. of Estherville, Iowa, have purchased the Albino & Isham elevator at Huntington.

The A. A. Berry Seed Co. are building an elevator and seed warehouse at Council Bluffs, Iowa.

An elevator of 50,000 bushels' capacity is to be erected at Marshalltown, Iowa.

The Northwestern Elevator Co. will build an elevator at Oman, Iowa, on the Ft. Dodge & Omaha road.

The three elevators at Meservey, Iowa, have all been repaired and put in shape for the season's business.

C. Johnson has leased the elevator at Bode, Iowa, which is located on the east side of the B., C. R. & N. tracks.

C. F. Albert of Brandon, Iowa, has purchased an interest in S. W. Wallace's grain and coal business at Vinton.

The Des Moines Elevator Co. have erected an oats bin in connection with their elevator at Calender, Iowa.

Yetter, Iowa, has a new elevator about completed and it is reported that a second one of 12,000 bushels is to be built.

Hathaway & Marley are the successors of Jas. Cook & Son in the grain and implement business at Blencoe, Iowa.

The Hunting Elevator Co. recently closed their elevator at Wesley, Iowa, for two weeks in order to make repairs.

It is reported that L. J. Mighell has let the contract for building a 25,000-bushel elevator at Sherwood, Iowa.

The Davenport Elevator Co., Davenport, Iowa, was a recent purchaser of a Barnard & Leas Elevator Separator.

The Farmers' Elevator Co. at Hartley, Iowa, is reported as succeeding well in its canvass for stock subscriptions.

Among other improvements Hans Hennings is installing a 5-horse power gasoline engine in his elevator at Ogden, Iowa.

Hall Grain Distributors have been installed in the Trans-Mississippi Grain Co.'s new elevators at Soldier, Berne and Orson, Iowa.

Geo. A. Seaverns of Chicago will erect a large elevator at Davenport, Iowa, in connection with his present grain warehouses there.

Clutier, Iowa, has a second new elevator. Its capacity is 25,000 bushels and it has just been completed by the Northern Elevator Co.

The Collins Grain Co. has just completed an elevator at Collins, Iowa. It is equipped for handling ear and shelled corn, oats and wheat.

M. J. Grant has purchased C. F. Butler's grain business at Cotter, Iowa. The new elevator is being completed and a gasoline engine put in.

Oliver Henderson has sold his elevator at Gladbrook, Iowa, to W. G. Schneekloth. Mr. Henderson becomes cashier of a new bank there.

C. H. Crawford has purchased of the Northwestern Grain Co. the Iowa Central Elevator at Hedrick, Iowa. He will manage the business personally.

E. J. Edmonds, grain, live stock, coal and lumber dealer at Marcus, Iowa, has admitted his son into partnership. The firm name is E. J. Edmonds & Son.

The Trans-Mississippi Grain Co. have opened their elevator at Schleswig, Iowa, with M. B. Peterson as manager. The building was completed last fall.

The Luce Elevator at Riceville, Iowa, is being remodeled and enlarged. Twelve feet is being added to the height. It will be operated by a gasoline engine.

Sidnam Bros. of Minneapolis, owners of the Dillon & Brannon grain warehouse at New Hampton, Iowa, are having it converted into an elevator building.

Among other improvements D. J. Jenks of Coon Rapids, Iowa, has equipped his elevator with Birchard Crane Spouts, furnished by the Downie-Wright Mfg. Co.

Mr. Hunt of Patrick & Hunt, Victor, Iowa, shipped from Clare the last of their '95 corn the latter part of last month. The corn was in satisfactory condition.

The Martin & Slack Grain Co. of Webster City, Iowa, are connecting their branch offices, located at Mason City, Marshalltown, Fort Dodge and Iowa Falls, with private telegraph lines. Mr. E. H. Mar-

tin of this firm is interested in telephone and telegraph companies in that part of the state.

The Marfield Elevator Co. has torn down its old elevator at Stanhope, Iowa, and will put up a new one of about 40,000 bushels' capacity.

John Alban of Pilot Mound, Iowa, will retire from the grain business for a time. He has leased his elevator for one year to the Peavey Elevator Co.

The Wesley Elevator Co., Wesley, Iowa, recently gave Nathan Studer, a farmer, a check for \$1,075 as payment for part of his last year's crop of oats.

The sale of Hunick Bros' elevator at Ottosen, Iowa, as reported last month, was not consummated, and Hunick Bros. will continue to operate the elevator as heretofore.

J. C. Williams has purchased the Farmers' Elevator from J. S. Smedberg at Lake Mills, Iowa. He will move it to the site of his burned elevator and build an addition to it.

O. A. Talbott & Co. of Osceola, Iowa, have purchased an elevator at Humeston, Iowa. It will be operated in charge of H. M. Blair, who is well known in that vicinity.

Hy. H. Codner is the successor of Codner & Lee, grain dealers at New London, Iowa. He has commenced the erection of an additional elevator of 10,000 bushels' capacity.

Brown & Hayden are now operating their fine new elevator at Wapello, Iowa. They are also equipped for shelling corn, grinding corn meal, etc. Mr. Brown came from Mediapolis.

Gilchrist & Co. have completed their new elevator located on the Milwaukee tracks at New Hampton, Iowa. Its modern conveniences will be appreciated alike by operators and customers.

The Western Grain Co. of Winona, Minn., has purchased the elevators at High View and Judd, Iowa, on the Illinois Central Railroad. They have a capacity of 30,000 bushels each.

The Nye & Schneider Co. and the Northern Grain Co. are building elevators at numerous points along the new branch of the C. & N. W. Ry. from Belle Plaine, Iowa, to Blue Earth City, Minn.

The Northern Grain Co. of Chicago are building a 20,000-bushel elevator near the Northwestern depot at Traer, Iowa. It is 24x36 feet, 40 feet high and surmounted by a cupola 12 feet high.

On July 21 H. L. Williams sold his grain elevator and coal sheds at Pringhar, Iowa, to Thomas Patton of Cherokee. J. K. Spike, now with the Western Grain Co. at Oto, Iowa, will manage same.

The Spencer Grain Co. is replacing its elevator recently destroyed by fire at Chatsworth, Iowa, with a fine new one. It will be completed sometime this month. A 4-horsepower gasoline engine will be used.

A 20,000-bushel elevator thoroughly equipped for handling and cleaning grain is being built by C. B. Lennon & Co. on the B., C. R. & N. tracks at Decorah, Iowa. It will be operated by a 6-h. p. gasoline engine.

King & Smith of Aurora, Iowa, have put in a grain dump and a 3-horse power gasoline engine at their elevator. Although oats in that vicinity are not a full crop they are fine quality and the prospects for corn are immense.

At the recent annual meeting of the Lawler Grain & Live Stock Association held at Lawler, Iowa, a proposition to purchase the elevator used by the Association was defeated. W. H. Parker was elected president; G. Miller, secretary, and James Curran, treasurer.

L. W. Wheeler of Kankakee, Ill., has let the contract for building good sized elevators at Pocahontas, Weare and Laurens, Iowa, on the extension of the Rock Island Railway. His brother, H. K. Wheeler, has contracted for an elevator to be built at Everts.

#### WISCONSIN AND MINNESOTA.

Farwell, Minn., has a new grain elevator.

A 10,000-bushel elevator is to be built at Spencer, Wis.

A second elevator is nearly completed at Currie, Minn.

Another elevator has just been completed at Chokio, Minn.

The Northern Grain Co. is rebuilding its elevator at Mondovi, Wis.

Work has been started on another elevator at Ash Creek, Minn.

Mr. Parke's new elevator at Ruthton, Minn., is nearing completion.

E. A. Brown is completing a 20,000-bushel elevator at Kenneth, Minn.

The Zumbro Falls Farmers' Elevator Co. of Zumbro Falls, Minn., have decided not to build an

elevator this year on account of poor crops and lack of the necessary subscriptions.

The Farmers' Elevator Co., Faribault, Minn., is preparing to engage in handling coal.

The Duluth Elevator Co. has put up a 15,000-gallon gasoline tank at Glyndon, Minn.

The New Richmond Roller Mill Co. has just completed an elevator at Deer Park, Wis.

The Ebner Milling Co. is building a grain elevator adjoining its mill at Wadena, Minn.

Farmers about Harmony, Minn., are attempting to organize a cooperative elevator company.

A 20,000-bushel elevator has been built in connection with the flouring mill at Fairfax, Minn.

A. J. Fisher has succeeded Jerold Comer as manager of the Cargill Elevator at Howard Lake, Minn.

L. O. Hauge, an independent buyer at Hendricks, Minn., has his new elevator completed.

M. O. Lockway is converting his potato warehouse at Independence, Wis., into a grain elevator.

The Red Wing Malting Co.'s new 180,000-bushel elevator at Red Wing, Minn., is nearing completion.

The Farmers' Elevator Association of Cyrus, Minn., are endeavoring to rent their elevator this year.

The Interstate Elevator Co. are building a new office and engine room for their elevator at Morris, Minn.

A. D. Packard & Son have their new elevator on the M. & St. L. at Sherburne, Minn., about completed.

The Nye & Schneider Co. have equipped their elevator at Kiester, Minn., with a Hall Grain Distributor.

The Danvers Farmers' Elevator Co., Danvers, Minn., has been incorporated with a capital stock of \$10,000.

The Edmonds Elevator at Steen, Minn., is completed. Another elevator at that point is nearing completion.

The Jackson Milling Co. of Stevens Point, Wis., are about to build a warehouse and elevator at Wausau, Wis.

Hans C. Sampson has been installed as local manager of the St. Anthony & Dakota Elevator at Fosston, Minn.

The Dakota Elevator Co. of Fargo, N. D., has been licensed to do business in Minnesota with a capital of \$10,000.

Zwill & Hawes, Whitewater, Wis., have put in bins to give them additional capacity for about ten cars of grain.

A. E. Gates has a new elevator in the Winona & Western yards at Rochester, Minn., that is nearly ready for business.

The Farmers' Elevator at Clarkfield, Minn., has been put in good repair and its handling facilities have been increased.

The wheat crop in the vicinity of Fairfax, Minn., is said to be nearly, if not quite, equal to the average for that section.

The Marshall & Hammel building at Little Chute, Wis., is being remodeled and converted into a 10,000-bushel elevator.

R. H. Bingham is putting his elevator at Evan, Minn., in shape for the fall trade. A gasoline engine will be installed.

Steele & Pieton of Brownton, Minn., are moving and remodeling their grain warehouse and installing a feed mill outfit.

F. P. Seeger of Marietta, Minn., has put in a 10-horse power Otto Gasoline Engine to operate his elevator and feed mill.

H. L. Kuebler, dealer in grain and agricultural implements at Brownton, Minn., recently filed a petition in bankruptcy.

B. J. Morey has again engaged in the grain business at Lanesboro, Minn., having secured N. O. Henderson's warehouse.

The Willmar Milling Co. will erect a 13,000-bushel elevator at Willmar, Minn., to be ready for business about September 1.

The Northern Grain Co. of Chicago contemplate the erection of another storage elevator at Manitowoc, Wis. They already have two large new houses there.

The Sleepy Eye Milling Company has let the contract for a new elevator at Morgan, Minn., to replace the one destroyed by fire last month. It will be 24x33 feet, with 34-foot cribbing. It will



also have an annex for a coal shed 24x84 feet. A gasoline engine will furnish the power.

Nelson Strever is reported to have purchased Mr. McLaughlin's interest in the Smith-McLaughlin Elevator at Oakland, Minn.

The Round Lake Grain & Lumber Co., recently incorporated, is completing an elevator at Round Lake, Nobles County, Minn.

At the annual meeting of the Farmers' Elevator Co. of Waverly, Minn., held last month, a dividend of 15 per cent was declared.

The Farmers' Elevator Co. is building an elevator at Eagle Bend, Minn., 20x24 feet and 24 feet high, with a power house 24x26 feet.

The Crown Elevator Co. has torn down its old elevator at Clinton, Minn., and is erecting a modern house of 25,000 bushels' capacity.

The Peavey Elevator Co. have had a new foundation put under their elevator at Dawson, Minn., and are making other improvements.

The Belle Plaine Milling Co., Belle Plaine, Minn., expects to build several elevators at near-by stations to supply the mill with wheat.

G. R. Zickrick will build a 150,000-bushel elevator at Hutchinson, Minn., to replace the Patterson & Popp elevator which was burned some time ago.

Honstain Bros. of Minneapolis are building for the Interior Elevator Co. a 150,000-bushel elevator on the St. Louis Railway at St. Louis Park, Minn.

P. H. Jones, who recently moved his elevator onto the right of way of the Minneapolis & St. Louis Ry. at Belview, Minn., is increasing its capacity to 25,000 bushels.

M. Carmichael is now manager of the elevator at Northfield, Minn., formerly owned by E. M. Wallbridge but now the property of the Sheffield Milling Co. of Faribault.

The story that the Great Northern Elevator Co. would tear down its wooden Elevator A at Duluth and replace it with a steel structure to save insurance is emphatically denied.

Work has been started on two new elevators at Lakefield, Minn. They are for the Hyde Elevator Co. and Cargill Bros. They will be 28x35 feet, cribbed 38 feet high, equipped with 22-foot dumps, gasoline engines, etc.

Martin Sampson has resigned his position with Simmis & Co., grain buyers, and is building an elevator for himself at Madison, Minn. He will also put in a wood yard. This gives Madison four "independent" grain buyers.

At the annual meeting of the Farmers' Elevator Co., Howard Lake, Minn., M. M. Woolley was elected president; F. T. Prohl, secretary; Wm. Hutchinson, treasurer. Jerold Comer was elected buyer, to succeed J. S. Graves.

The Minnesota Grain Co. of Minneapolis has been incorporated with a capital stock of \$50,000. Nels Enge is president; N. O. Werner, vice-president; N. E. Werner, secretary; Daniel Engstrom, treasurer, and C. M. Reese, solicitor.

M. J. Phinney and Mart Ryan have formed a copartnership to conduct an elevator at Kenneth, Minn., and have let the contract for the building, which will be 26x28 feet in size, and 35 feet in height. Its capacity will be 20,000 bushels.

The agent of the Farmers' Elevator at Chokio, Minn., left several weeks ago for parts unknown. There is said to be a shortage of \$3,200, and McCarthy Bros. & Co., commission merchants of Minneapolis, have replevied the wheat left in the elevator.

The Farmers' Grain & Fuel Co. of Belview, Minn., has incorporated with a capital stock of \$25,000. A. O. Gimmestad is president and Andrew Monson, secretary. They have purchased the Martin elevator at that place from the John Martin estate for \$3,501.25, being the highest bidders at the recent sale of the property.

At the annual meeting of the Alliance Elevator & Milling Co., Sherburn, Minn., the officers were reelected, and the net earnings of the company for the past year, after paying interest and other charges, were reported to be \$1,774. It is expected that a new and larger boiler will be put in next year and other improvements added.

The stockholders of the Amboy Elevator Company held their annual meeting at Amboy, Minn., last month, and elected the following officers for the ensuing year: President, B. O. Killmer; vice-president, John McLain; secretary, Wm. White; treasurer, F. N. Ware. Directors: L. W. Reed, L. A. Smith, B. Tyler. The grain sold during the past year gave the elevator a profit of \$1,142.50 over all expenses. The sum of \$1,000 was paid on the indebtedness of the elevator. The amount of

wheat taken in for the year shows 92,540 bushels: oats, 14,165; barley, 10,226; corn, 7,669; flax, 4,124.

At the annual meeting of the Farmers' Elevator Co. of Graceville, Minn., the gentleman who has served as buyer and manager was charged \$104 for a shortage of 200 bushels of wheat, and the office held by him was declared vacant. An assessment of \$4.50 per share was ordered levied on the stockholders to pay up the deficit for the past year.

The term of organization of the Farmers' Cooperative Association of Fulda, Minn., having expired, a final settlement was made and the business was sold to a new firm known as the Fulda Farmers' Elevator Co., composed of J. A. Smith, C. H. Helweg and John Plut. They have retained M. Cullen as manager. They will also handle coal and lumber.

It is reported from Morgan, Minn., that W. P. Davidson is having an elevator erected on the Chicago & Northwestern right of way adjoining his farm. It is 26x30 with 33-foot cribbing and has a warehouse 26x36 with 16-foot posts. It will be supplied with power by a gasoline engine, which will be operated in a brick engine house 12x19. The total cost will probably aggregate \$4,000.

The Hubbard & Palmer Milling Co. of Mankato have torn down their old elevator at Butterfield, Minn., and will build a new one of 25,000 bushels' capacity. A flour warehouse, 20x32 feet, will be attached and a roller feed mill operated in connection therewith. Power will be furnished by an 8-horse power gasoline engine. J. P. Anderson, the local manager, has held this position for six years.

The Sheffield Milling Co., Faribault, Minn., who recently purchased the Hutchison & Stockton Elevator, are moving it to a new site on the C. G. W. Ry., and building a 30x60 warehouse alongside of it. They are also moving their elevator from near the C. M. & St. P. station to a site opposite the mill. The company has made application for elevator sites along the new extension of the B. C. R. & N. from Albert Lea to Faribault.

Since July 19 Elevators M and N at Superior, Wis., have been operated by the Globe Elevator Co. as private houses. This action on the part of the company is said to have been brought about by the desire of the company to have two private houses of its own, there being a surplus of public houses and a scarcity of private warehouses at the head of the lake. With elevators M and N there are now four private houses here, the other two being operated by the Consolidated. The wheat out of the private houses is not subject to the state inspection.

The annual meeting of the Hendrum Elevator Co. was held at Hendrum, Minn., on July 2. The election of directors resulted as follows: H. O. Rask, P. O. Ingberg, C. W. Canning, Martin Anderson, Stewart McCradie, O. O. Ducklet, A. M. Eckman, S. Todd and G. Tangnes. It was voted to declare a 10 per cent dividend from the undivided profits. A. H. Gordon resigned his position as wheat buyer on account of engaging in other business and C. H. Hancock was unanimously elected to fill the place. It was decided to examine the old gasoline engine and if it could not be made to do the work a new one be purchased.

#### WESTERN.

Some of the grain warehouses at Chelan Falls, Wash., are being enlarged.

McDonald Bros. are again enlarging their warehouse at Coulee City, Wash.

The Odessa Warehouse Co. are building an annex to the warehouse at Hatton, Wash.

The Puget Sound Warehouse Co. has built a large warehouse at Uniontown, Wash.

W. E. Minear has succeeded Minear & Murray in the grain business at San Francisco, Cal.

The wharf and 80,000-bushel elevator at Monroe, Ore., will be completed about September 1.

The Tacoma Grain Co.'s warehouse at Colton, Wash., has recently been extensively repaired.

A. H. Cratte and M. H. Eggleston have formed a partnership to conduct a grain, hay, fuel and feed business at Spokane, Wash.

Balfour, Guthrie & Co.'s immense new docks, grain warehouses and coal bunkers at Oakland, Cal., are nearing completion.

The Farmers' & Merchants' Elevator Co., Bozeman, Mont., has purchased from the Barnard & Leas Mfg. Co. a No. 97 Perfected Separator.

The Washington Grain & Milling Co. of Spokane, Wash., has increased its capital stock to \$50,000. They have purchased a warehouse at Creston which will be placed in charge of S. L. Huddleston of

Spokane. P. Solverson will have charge of their warehouse at Hite.

The Model Mill & Elevator Co., Greeley, Colo., has equipped for doing a large feed grinding business. They have increased their storage capacity to 30,000 bushels.

The elevator at Berthoud, Colo., of which I. Heron is manager, is being remodeled and greatly enlarged. New corn and feed bins will be put in and a feed mill added.

The Boulder Farmers' Mill & Elevator Co. has been organized at Boulder, Colo., with a capital stock of \$30,000. The directors are M. D. McKensie, S. E. Brierly and D. C. Matheson.

The Lamar Seed, Grain, Hay & Coal Co. of Lamar, Colo., expect to build a 25,000-bushel elevator, to be ready to handle this season's oats and corn crop in bulk instead of in sacks, as heretofore.

N. W. Hiestand of San Francisco was in Colfax, Wash., recently, and it is reported that he and Wm. Warner of Oakesdale will reorganize the firm of Hiestand, Warner & Co. and engage in the grain-buying business again.

Frank Garber and John Gunning, doing business under the firm name of the Reardan Grain Company, have sold their warehouse at Reardan, Wash., to J. H. Hughes of Harrington. Mr. Hughes was formerly in the grain business at Rocklyn, Wash., and was also at one time interested in the Harrington flour mill.

Aaron Kuhn of Colfax, Wash., has traded to G. W. Ford of Pullman the large grain warehouse known as the "joint" warehouse, situated on both the O. R. & N. and Northern Pacific tracks, in the southeast part of Pullman, for the warehouse at Granite Point, eight miles north of there, on the Northern Pacific, known as the Stephenson Brothers warehouse. Phil Bickford, formerly of Tekoa, will manage the "joint" warehouse for Mr. Ford.

The Point Richmond Terminal Co., San Francisco, Cal., has been incorporated with a capital of \$800,000, of which \$70 has been subscribed. The incorporators are Lyle M. Fletcher, Robert Capelle, N. C. Wells, Spencer Bishop, Rossel G. O'Brien, Hiram H. Lee, Howard C. Holmes. The purposes of the corporation are to build wharves, chutes, etc., to handle and ship grain and to do a general commission and brokerage business in this city.

The firm of C. W. Tracey & Co. of Portland, which had been extensively engaged in the grain business throughout the Inland Empire, but recently failed, has been succeeded by the firm of Eppinger & Co., with headquarters at Portland, Ore., with C. W. Tracey as general manager. The new firm will buy wheat in all parts of the Palouse country, but will not engage in warehouse business. G. W. Ford of Pullman, Wash., has been appointed general agent for all territory north of the Snake River, with headquarters at Pullman.

#### THE DAKOTAS.

An elevator is being built at Chaffee, N. D.

An elevator is being finished at McHenry, N. D. T. Strandness is building an elevator at Bristol, S. D.

The Cargill Elevator at Drayton, N. D., is being rebuilt.

W. C. Gemmill is erecting an elevator at Worthing, S. D.

The Andrews & Gage Elevator at Dickey, N. D., has been closed.

Cochran Bros. have built a new grain warehouse at Hendrum, N. D.

Kramer & Williams are rebuilding their elevator on the old site at Webster, S. D.

The Interstate Elevator at Salem, S. D., has been thoroughly overhauled and repaired.

The Bagley Elevator Co. has completed improvements on its house at Orient, S. D.

The Lakue-Miller Co. are about to begin work on a new elevator at Devils Lake, N. D.

The St. Anthony & Dakota Elevator Co. are building an elevator at Galchutt, N. D.

The Imperial Elevator at Oshtemo, N. D., has been closed for the balance of the season.

The Minneapolis & Northern Elevator Co. are rebuilding their elevator at Mapes, N. D.

General Washburn will build a 150,000-bushel elevator at Washburn, N. D., so it is reported.

The Farmers' Elevator at Bristol, S. D., is being improved by the addition of dump scales, etc.

Burgess & Dillenbeck will not rebuild their elevator at Sharon, N. D., this year. Mr. Dillenbeck will remove to Chaffee, Cass County, where the



firm has an elevator nearly completed. They also have a new elevator at Lynchburg, in that county.

The McNeill Grain Co. will again buy grain at Sioux Falls, S. D., a Mr. Hess being their local representative.

The elevator at Tappen, N. D., has been closed for this year owing to the failure of the crop in that locality.

The Missouri Valley Milling Co. has purchased the elevator at Menoken, N. D. Fred Welch is in charge of it.

Farmers in the vicinity of Hurley, S. D., are agitating the question of building a cooperative elevator there.

The St. Anthony & Dakota Elevator Co. of Minneapolis have placed a Hall Grain Distributor in their elevator at Putney, S. D.

The Empire Elevator Co. are building an elevator at Bradley, S. D., where they have had only a warehouse. J. D. McKenney is the local buyer.

The buyers for the different elevators at Hunter, N. D., have entered into an agreement to keep their elevators closed and not receive any grain on Sunday.

W. H. Stokes, the Watertown, S. D., miller, is building a 40,000-bushel elevator at Castlewood, where he had an elevator destroyed by fire last winter.

The Claremont Elevator Co., Claremont, S. D., has been incorporated with a capital stock of \$3,000 by Alfred Abraham, Roderick Kennedy and Chas. A. Bell.

The S. Y. Hyde Elevator Co. have improved their elevator at Dell Rapids, S. D., and installed a 5-horse power gasoline engine. Scott Keefer is local manager.

J. W. Reedy, a grain and stock dealer of Beresford, S. D., is about to erect a 30,000-bushel elevator there. It will be a thoroughly modern plant, operated by gasoline engine.

The Monarch Elevator Co. are building an addition to their elevator at Tower City, N. D., to enable them to handle the large flax crop expected to be harvested in that vicinity.

The Western Grain Co. of Winona, Minn., is building elevators along the extension of the Milwaukee road from Yankton to Platte, S. D., as follows: At Avon, Wagner, Lake Andes, Geddes and Platte.

The Cargill Elevator at Sanborn, N. D., which was burned last month, will not be rebuilt this season owing to the poor crop there. All the salvage of the old house was readily disposed of. The 6-horse power gasoline engine was not injured and is being used at another point.

The stockholders of the Farmers' Elevator Co. of Castlewood, S. D., held their annual meeting recently. The secretary's report showed a fine record for the year's business. The total wheat and flax purchased was 81,100 bushels. Geo. E. Green was continued as buyer for another year.

#### CANADIAN.

A. A. Wright is building an elevator at Renfrew, Ont.

The Ogilvie Milling Co. has completed its elevator at Poplar Point, Man.

The grain business of the W. T. Lockhart Estate at Newcastle, Ont., is to be sold.

The Winnipeg Elevator Co. has a new elevator nearing completion at Killarney, Man.

Girard & Des Coteaux is a partnership formed at St. Maurice, Que., to deal in grain, etc.

The Ogilvie Milling Co. are building elevators at Indian Head, Assa., and at Rosser, Man.

It is reported that the Holme Steamship Co. will operate the C. P. Ry. Elevator at Quebec.

Corkell & Legare is the name of a new grain and fuel firm at St. Anne de Bellevue, Quebec.

The firm of J. B. Demers & Fils has been formed at St. Henri de Montreal, Que., to deal in grain and hay.

The grain firm of Ross & Reddaway, Stratford, Ont., has been dissolved and the business is continued by Mr. Ross.

G. B. Murphy has made some improvements on his elevator at Carberry, Man. He is also building an elevator at High Bluff.

The Robert Hay Grain Co., Ltd., Toronto, Ont., has been incorporated with a capital of \$20,000, to deal in grain, hay and farm produce.

The Roland Farmers' Elevator Co. of Roland, Man., have declared a dividend of 25 per cent for the year ending June 30. The elevator has a capacity of 40,000 bushels and during the past season

handled 278,000 bushels of grain. Albert C. Chaytor is president of the company.

A 25,000-bushel elevator is being built at Pilot Butte and another at Craven, on the Prince Albert branch of the C. P. Ry., by Baker & Reid of Winnipeg.

The Deloraine Farmers' Elevator Co. has been incorporated with a capital stock of \$10,000, to carry on business at Deloraine, Man., and along the Deloraine & Waskada Branch of the C. P. Ry.

#### SOUTHERN.

E. L. Goodlee has closed out his grain business at Tusculumbia, Ala.

L. W. McGivney has completed a new elevator at Pond Creek, Okla.

The building of a large export elevator at Sabine, Texas, is being talked of again.

Mallard & Frierson, grain dealers at Shelbyville, Tenn., have dissolved partnership.

Hardy & Moore have engaged in the grocery, hay and grain business at Waycross, Ga.

J. T. Pierce has purchased A. P. Crawford's grain and feed business at Smithville, Texas.

The Morgan Mill & Elevator Co., Morgan, Texas, has its new plant completed and the elevator filled with new wheat.

The Sewell-Herring Milling Co. has completed a new flour mill and a 30,000-bushel elevator at McGregor, Texas.

The Mullin Milling Co., Wolfe City, Texas, have a 40,000-bushel elevator in connection with their new mill there, just completed.

The Clay County Mill & Elevator Co., Piggott, Ark., has been incorporated with a capital stock of \$10,000. H. W. Moore is president.

Geo. C. Graddy has sold to the Versailles Elevator Co. his grain elevator property near the Southern Railway depot, Versailles, Ky., for \$9,000.

The Sherman Elevator & Warehouse Co., Sherman, Texas, have just completed a thoroughly modern elevator at that place, accessible to four railroads.

The newly incorporated Hanna & Leonard Elevator & Warehouse Co. at Galveston, Texas, have a 50,000-bushel elevator and cleaning house nearly completed.

The Moore Mill & Gin Co. of Mangum, Greer County, Oklahoma, has been incorporated to do a grain, cotton and coal business, etc. The capital stock is \$5,000.

The Seley-Early Grain Co., Waco, Texas, was incorporated last month with a capital stock of \$100,000 by W. W. Seley, Eugene Early and E. G. L. Weinbusch.

At Austin, Texas, the H. Robinson Mercantile Co., commission merchants, and Edw. Robinson, grain dealer, have consolidated under the name of Robinson Bros.

The North Texas Mill Elevator Grain Co., Van Alstyne, Texas, has been incorporated with a capital stock of \$15,000, by A. E. Turner, E. A. Turner and W. R. Cannon.

A movement has been started at Gainesville, Texas, to organize a cooperative elevator company among the farmers and business men and erect a 50,000-bushel elevator.

The grain, hay and feed firm of Schneider & Ritter at Louisville, Ky., has been dissolved and the business will be continued by Edwin M. Ritter. The change occurred on August 1.

The Barnard & Leas Mfg. Co. have sold two cottonseed hull packers to the American Cotton Oil Co., Charlotte, N. C., and one to the Tallahassee Cotton Oil Co. of Tallahassee, Fla.

The Hillsboro Grain & Elevator Company of Hillsboro, Texas, has been incorporated with a capital of \$10,000. Samuel B. Locke has been elected general manager and E. M. Turner, president.

The business of the Iowa Park Lumber & Grain Co. is now conducted under the name of E. R. & D. C. Kolp Jr. They have elevators at Iowa Park, Harrold and Henrietta, Texas, the headquarters being at the latter place.

A. S. Lewis Grain & Elevator Co. is a concern at Waco, Texas, just incorporated with a capital of \$10,000. The incorporators are: A. S. Lewis, F. A. McDonald and R. H. Downman. They will do business at Iowa Park, Chillicothe, Quanah and Childress.

The Leigh Fruit & Storage Co. of Paducah, Ky., has awarded a contract to the Union Iron Works for a 15,000-bushel storage warehouse, for shelled corn. The company have now a 175x40-foot warehouse for hay. They contemplate building an-

other warehouse at Brooklyn, with a capacity of about 15,000 bushels.

The name of the Montgomery, Ala., corporation referred to last month is the Montgomery Warehouse & Grain Elevator Co. Its capital stock is \$25,000. E. A. Graham, J. E. Hall and R. H. Jones are among the incorporators.

Griffith & Welch of Athens, Ga., are trying to lead the farmers of that section to see the advantage of raising some wheat each year which they can market in the summer for cash—a time of year when cash is scarce and much needed in that section.

The firm of Cory & Shepard, composed of J. M. Cory and M. J. Shepard, have succeeded Franke & Shepard in the grain business at Pond Creek, Okla. They have leased the newly completed elevator of C. B. Franke and will handle live stock and all kinds of grain.

Among the Southern cottonseed-oil mills that are to build or make extensive improvements are the following: Texas & Indian Territory Oil & Cotton Co., Sherman Texas. Anson Oil & Ginning Co., Wadesboro, N. C. Wills Point Oil Co., Wills Point, Texas. Southern Cotton Oil Co., Savannah, Ga. Cowpens Cotton Oil Co., Cowpens, S. C. The Farmers' Cotton Oil Co., Davis Station, S. C. McKinney Cotton Oil Co., McKinney, Texas. Dr. W. F. Baker, 107½ South Forsyth Street, Atlanta, Ga. Gatesville Oil & Cotton Co., Gatesville, Texas. Tensas Cotton Oil Co., St. Joseph, La. Minden Oil Mill & Ice Co., Minden, La. Sumter Cotton Oil Co., Sumter, S. C. Pee Dee Oil & Ice Co., Darlington, S. C.

#### MISSOURI, KANSAS AND NEBRASKA.

An elevator is being built at Shickley, Neb.

Clark & Jones have a new elevator at Coats, Kan.

A new elevator is being completed at Potter, Kan.

P. C. Ball has completed his new elevator at Elyria, Kan.

C. H. Turner is completing a 15,000-bushel elevator at Agra, Kan.

Hill & Bell have put in a scale and will buy grain at Hall's Summit, Kan.

Geo. W. Lowrey has purchased H. Gund & Co.'s elevator at Wilber, Neb.

P. I. Smith of St. Edward, Neb., has built an addition to his elevator.

J. W. Davis & Co. recently completed their new elevator at Homer, Neb.

Geo. S. Hayes is placing Birchard Crane Spouts in his elevator at Adams, Neb.

The B. F. Carter Grain Co. is now buying grain at Benedict and Roper, Kan.

Moses Bros. of Great Bend, Kan., have just completed a new elevator at Garfield.

Cannon & Pagett have succeeded W. W. Cannon in the grain business at Butler, Mo.

The Barton County Milling Co. are completing a new elevator at Great Bend, Kan.

The York Roller Mills, York, Neb., will increase their elevator capacity 20,000 bushels.

The New Era Milling Co., Arkansas City, Kan., are completing a 75,000-bushel elevator.

H. L. Kunce of Winfield, Kan., is building a 10,000-bushel elevator at the town of Rock.

Milmine & Bodman Co., Holdrege, Neb., recently purchased a No. 7 Cornwall Corn Cleaner.

Rosenbaum Bros. of Chicago have given up their elevators at Kansas City and St. Joseph, Mo.

The Nebraska Elevator Co. is the successor of E. R. Spencer in the grain business at Lincoln, Neb.

H. Work & Co., Ellsworth, Kan., have put gasoline engines in their elevators at Black Wolf and Ellis.

The Santa Fe Elevator at Independence, Kan., has been reroofed and put in shape for handling the new crop.

Ashton & Son of Lorton, Neb., recently sold their elevator, office and residence to Thos. Murray of Dunbar.

Byron Patton has purchased the Blythe & Schenberger elevator on the Burlington tracks at Blue Springs, Neb.

Hobson Bros. & Peck, Salem, Mo., have added a Barnard & Leas Warehouse Separator to their elevator equipment.

W. H. Ferguson is rebuilding his elevator at Marquette, Neb., which recently collapsed. The elevator is being equipped with Birchard Crane Spouts



and Victor Corn Shellers. The Downie-Wright Mfg. Co. furnished the necessary machinery.

The Carter Elevator at Holstein, Neb., is being overhauled and a new foundation put under it.

The Hunter Milling Co. of Wellington are building an elevator on the Santa Fe at Argonia, Kan.

The Doniphan Roller Mill Co., Doniphan, Mo., has completed a new warehouse to hold 5,000 bushels of wheat.

The Nebraska Grain & Live Stock Co., Broomfield, Neb., has been incorporated with an authorized capital of \$200,000.

Utica, Kan., will soon have three elevators in operation. The third one is being completed by the Chatten Grain Co. of Clafin.

The Austin Grain Co., composed of W. A. and F. G. Austin, have completed an up-to-date 8,000-bushel elevator at Sylvia, Kan.

A. J. Loomis & Co. have succeeded W. T. Daniels in the grain business at Scottsville, Kan. They have just completed a new elevator.

The Rock Island Grain Co. of Pawnee Rock, Kan., is building a thoroughly up-to-date elevator at Kinsley, of 10,000 bushels' capacity.

O'Shea & McBride of Madison have purchased Bodewig Bros' elevator at Humphrey, Neb. Mr. O'Shea is looking after the firm's new elevator.

Moses Bros. of Great Bend, Kan., are building an elevator at Rozel, which will be placed in the hands of E. E. Whipple of West Pawnee, as manager.

W. S. Holden's new elevator at Burr, Neb., has been completed. It is 34x38 feet and has capacity for 20,000 bushels. Power is furnished by a gasoline engine.

The Daisy Elevator at Schroyer, Kan., is reported to have been compelled to run almost night and day to care for the new wheat that is being marketed there.

The Midland Elevator Co. have their new elevator at Kansas Falls, Kan., nearly completed. They will do a storage business for farmers as well as buying outright.

The E. K. Nevling Grain Co. of Wichita, Kan., are building an elevator at Cheney. They also contemplate building elevators at Norwich, Goddard and other points.

The Wells-Hord Grain Co. of Central City, Neb., is remodeling the elevator at Neligh, recently purchased from J. N. Mills. The Company expects to build an elevator at Oakdale.

The Trans-Mississippi Grain Co., who recently purchased the East Elevator at Eldorado, Neb., are making improvements, putting in a new engine and building an engine house.

A. Aitken's new elevator at St. John, Kan., is completed. The Kansas Grain Co. also have an elevator at the same place, nearly completed. Scot Shetler contemplates building there in the near future.

T. B. Hord has completed a 40,000-bushel elevator on his ranch five miles northwest of Central City, Neb. Mr. Hord is a member of the Wells-Hord Grain Co. of the above place, which has a 70,000-bushel elevator nearing completion.

The Peavey Elevator at Blair, Neb., is being extensively repaired. Manager A. C. Jones, the first of the month, bought 35,000 bushels of corn from two parties. It was of the 1896 crop and was originally purchased at from 8 to 10 cents a bushel.

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the five weeks ending August 6, for the last two years, according to the Cincinnati Price Current, were as follows:

	1900.	1899.
St. Louis.....	5,338,000	2,342,000
Toledo.....	1,465,000	4,669,000
Detroit.....	201,000	374,000
Kansas City.....	6,340,000	1,955,000
Winter.....	13,164,000	9,531,000
Chicago.....	3,792,000	2,220,000
Milwaukee.....	803,000	1,065,000
Minneapolis.....	6,498,000	5,736,000
Duluth.....	1,635,000	5,178,000
Spring.....	13,668,000	14,799,000
Total bus., 5 weeks.....	26,132,000	24,330,000

The Louisiana rice crop, it is estimated, will exceed last year's crop by about 8 per cent.

The Illinois Corn Growers' Association will have its official show at the Peoria Fair on October 4. Prizes will be given for corn alone of about \$7,500.

## Fires - Casualties

Hall Bros' warehouse at Union, Wash., was burned recently; no insurance.

Fire swept over 660 acres of wheat near Walla Walla, Wash. Part of it was insured.

The elevator of the Wheatland Roller Mills Co. at Wheatland, Wyo., was burned recently.

The Interstate Grain Company's elevator at Elma, Ia., was destroyed by fire recently.

The grain storage warehouse of Adikes Brothers, at Jamaica, L. I., was damaged by fire July 11.

A fire which originated in the railroad coal sheds at Elma, Iowa, July 7, destroyed three elevators.

During a severe storm July 24, lightning struck a grain elevator at Ireton, Iowa, doing slight damage.

The Schutz Elevator at Pegram, Ill., was partially unroofed by a storm which swept over that town July 7.

The floor of the St. Anthony & Dakota Elevator Company's warehouse at Davenport, N. D., broke down July 18.

Lightning struck an elevator at Lennox, S. D., July 14, and tore off a portion of the roof but did not set the building on fire.

Fire destroyed the grain warehouse of the Shoop-Withers Company at Suffolk, Va., July 25. The loss was \$1,500, fully insured.

The grain and hay sheds of the Pittsburg Coal Company at Gratztown, Pa., were destroyed by fire July 30, causing a loss of about \$14,000.

D. L. James' elevator at Vandyne, Wis., was struck by lightning about 4 o'clock in the morning of August 3, and burned to the ground. The loss was about \$1,000.

Benj. Naftger's grain elevator at Rochester, Ind., was destroyed by fire July 18, together with 1,000 bushels of wheat and 800 bushels of corn. Loss, \$5,000; insurance, \$1,950.

A severe wind and rain storm tore off the roof of the engine house of one of the Northern Grain Company's elevators at Manitowoc, Wis., July 6, damaging it to the amount of \$500.

Johnston & Karr's elevator at Seymour, Ill., was slightly burned July 29. The blaze is supposed to have started from a hot exhaust pipe which runs under the sill from a gasoline engine.

The Monarch Elevator at Clinton, Minn., owned by Peavey & Co., was burned at 3 o'clock a. m., July 30, and was totally destroyed. The loss is \$10,000, including 6,000 bushels of wheat.

The grain elevator and warehouse of the Sworts Produce Company at Dundee, N. Y., was damaged by fire July 22. Sparks from a passing locomotive started a blaze which was extinguished with difficulty.

Fire broke out in the Davis Elevator at Horton, Kan., July 9. Spontaneous combustion ignited about twenty tons of coal in the bin at the engine house. Prompt action by the employees extinguished the blaze.

The grain elevator at Dover, Okla., was destroyed by fire July 20 at night. The origin of the fire is unknown. The building was wrapped in flames when the fire was discovered. About 500 bushels of wheat were destroyed.

The Monarch Elevator Company's elevator at Stewart, Minn., was destroyed by fire July 25 about 5 o'clock p. m. Building and contents were a total loss. About 5,000 bushels of wheat were burned. The loss was about \$5,000, insured.

H. H. Easterday & Co.'s elevator at McCook, Neb., was entirely destroyed by fire about 3:30 p. m., July 26. The loss on building was \$2,500, insured for \$2,000. About \$1,000 worth of grain was burned, fully insured. The fire is supposed to have originated from a spark from a locomotive.

The Atlas Elevator Company's elevator at Redwood Falls, Minn., was totally destroyed by fire about 4 o'clock a. m. August 8. Twelve thousand bushels of wheat were consumed. W. R. Caswell, the manager, lost his safe and office furniture. The fire is supposed to have been started by a tramp who was sleeping in a car beside the elevator. The loss was \$10,000; fully insured.

Ten cars of grain were endangered by an accident to the transfer steamer General Pierson while being brought across the Mississippi River to Memphis. Just as the boat was about to make the landing she struck a hidden log and began to sink. All steam was crowded on and the slip was reached just as the steamer sank. The water nearly reached the floor of the cars, and it was with great diffi-

culty that they were hauled out of their perilous position onto the railway tracks on dry land.

The elevator of E. J. Jeffress, at Edwardsville, Ill., was damaged by fire which started by spontaneous combustion in the dust room at night, August 4. It was discovered at the outset and extinguished before serious damage had been done.

G. W. Gwyn's elevator at Essex, Ia., was burned at 1 o'clock a. m. August 7. It was a 10,000-bushel house but was nearly empty. The loss on building was \$4,000; insurance, \$2,500. Spontaneous combustion is said to have caused the fire. The elevator will be rebuilt.

C. A. Peplow & Company's grain elevator and flour mill at Kalisnell, Mont., were burned August 5. The elevator and contents are a total loss. Mill and machinery were partially destroyed. The origin of the fire is not known. The damage was \$24,000, fully insured. The plant will be rebuilt immediately.

The elevator at Ira, Iowa, was destroyed by fire July 21, about 5 o'clock p. m. Sparks from an engine started the blaze. Only a small amount of grain was contained in the elevator. A volunteer fire brigade saved the near-by corn cribs, which were filled with corn.

David Rose, aged 75 years, of 164 Hanover Street, Brooklyn, N. Y., fell down a shaft at the grain elevator on Pier No. 50, North River, Manhattan, July 9, and was killed. He was employed as night watchman, and was taking a last look around the place when he slipped and fell.

The floor of the belt conveyor in the Smith-Alford Elevator at Superior, Wis., fell with a crash about 10:45 p. m., July 21. Several hundred bushels of corn were precipitated to the floor below. The outer door was burst open by the force of the mass of grain hurled against it.

The elevator at Morgan, Minn., belonging to the Sleepy Eye Milling Company of Sleepy Eye, Minn., was burned at 4:30 a. m., July 23. The fire is supposed to have been set by tramps, who were sleeping in the barn. Two horses, about 700 bushels of wheat and some coal were destroyed. The loss was about \$4,000, insured.

The Middle Division Elevator Company's elevator at Burton View, Ill., was destroyed by fire July 20 about 10 o'clock p. m. The building contained 1,500 bushels of wheat and 1,000 bushels of corn. The loss was about \$5,000 on building and \$1,000 on contents. The fire is supposed to have originated from a hot box.

The elevator of the Spencer Grain Company at Chatsworth, Iowa, was destroyed by fire July 9. The fire broke out about 3 o'clock a. m. It is supposed to have been caused by spontaneous combustion. About 10,000 bushels of wheat, besides corn and other grain, was ruined. The loss is estimated at \$9,000, covered by insurance.

Louis Meyers' elevator at Germantown, Neb., was burned July 29 about 10 o'clock p. m. Building and contents were entirely destroyed. The fire is supposed to have been started by thieves to attract the attention of the townspeople while they looted residences at the other end of the town, as several houses were entered and valuables taken.

Lightning struck the five-story broom corn warehouse of Henry F. Vehmeyer, 208 Michigan Street, Chicago, July 16, and building and contents were destroyed by fire. The falling walls carried down the adjoining buildings, killing one man and injuring several others. The loss on building was \$60,000, and on the stock of broom corn \$40,000. The property was well insured.

The elevator at Casey, Iowa, owned by the Davenport Elevator Co. of Davenport, Iowa, was burned about 3 o'clock a. m., July 26. The property is a total loss. The building had a capacity of 20,000 bushels. It was erected at a cost of about \$5,000 and was practically new. It contained some grain. The loss on house and contents was covered by insurance.

The Eastern Elevator, located on an island at the foot of Washington Street, Buffalo, N. Y., was destroyed by fire July 24. It was the property of the American Linseed Company, having been purchased by them only a few weeks ago, and was valued, with grain in store, at \$750,000. Building and contents are almost a total loss. The damaged grain was sold at auction to Kennedy, Engle & Co. of Buffalo, for \$14,000.

The W. S. Limond Grain Drying Company's warehouse and elevator at Inlay and Bowne streets, Brooklyn, N. Y., were burned July 11. The warehouse was a five-story brick structure, with a grain elevator annex of the same height. The fire broke out on the fifth floor at 8:30 o'clock in the morning, while the machinery was in motion. It evidently started from friction. A high temperature was maintained in the grain dryer, and

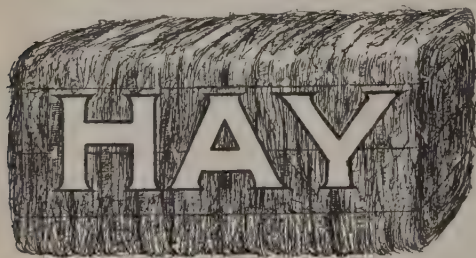


everything was as dry as tinder. The fire spread to the elevator adjoining. The loss was not less than \$50,000, fully insured.

Fire broke out July 23 in the morning in one of a train of cars loaded with grain standing at the William Street Elevator, Philadelphia. Five cars and contents were destroyed and twelve were damaged. The elevator sheds were saved by the railroad men by hard work. Loss, \$10,000.

Armstrong & Newkirk's elevator and hay sheds and Smith & Bricker's and James Lindsey's hay sheds at Yale, Mich., were destroyed by fire August 2 at 3 o'clock a. m. All the buildings were a total loss. Armstrong & Newkirk lost 600 bushels of wheat, also other grain and hay. Smith & Bricker lost \$300 and James Lindsey \$200 worth of hay. The entire loss was about \$10,000, partially insured. The origin of the fire is unknown. The elevator will be rebuilt.

The body of Derrick Gysbers was found in a grain bin at the Caldwell & Loomans Elevator, Waupun, Wis., July 15. Mr. Gysbers was employed at the elevator and went to the upper story to close the windows during a storm which struck the city Saturday night. He did not return home, and the next morning search was made, and his body was found in the bin. He had fallen about 30 feet. An examination showed that his skull was crushed, and that he had died instantly. He leaves a wife, six sons and two daughters.



A good crop of hay is reported from the Annapolis Valley, Nova Scotia.

Woolsey & Stahl succeed J. T. Woolsey & Co., hay dealers, at Kansas City, Mo.

Smith & Bricker, dealers in hay at Avoca, Mich., recently suffered damage by fire.

Dowagiac, Mich., reports Cass County hay a fair crop and selling at \$6 a ton for timothy.

Jonathan Giffin is erecting a building for the storage of hay and grain at Kantner, Pa.

A firm of straw buyers will ship straw from Huntingburg, Ind., to be manufactured into paper and strawboard.

A large quantity of hay is raised in the vicinity of Berlin, Mass., and this year the hay crop there is unusually good.

Burgess A. K. Linderman's hay warehouse at Troy, Pa., was destroyed by fire recently, together with several tons of baled hay.

The Lamar Seed, Grain, Hay and Coal Company of Lamar, Colo., will erect a large hay storage barn 40 by 80 feet, and a grain elevator of 25,000 bushels' capacity.

The London Standard says that taking England as a whole the hay crop will be below the average. Cold weather in May proved an effectual backset to the grass. Though not the worst season on record, it is bad enough.

According to a recent computation in the Hay Trade Journal, the value of the hay crop of this country exceeds that of any other crop except corn. Hay is credited with \$411,926,187; corn, \$629,210,110; wheat, \$319,345,259, and oats, \$198,167,975.

E. L. Osborne and James Joiner will open a hay and feed store at Rockville, Ind. They will make a specialty of handling hay and straw and will sell by weight strictly. Mr. Osborne will have charge of the buying and wholesaling and Mr. Joiner will conduct the retail department.

A fire which is said to have been started by workmen smoking while stacking hay in a big meadow near Englevalle, N. D., destroyed nearly a thousand tons of hay in stack and on the ground. The principal sufferers were Hop. T. J. Devine, P. W. Mook and W. E. Loomer.

The shortage of hay on the stock ranges of Montana and North Dakota is unprecedented. Stockmen are turning in every direction in search of hay to winter their cattle on. Large shipments of hay are being made to Montana from Washington, where the crop is fairly plentiful, and also from Kansas and Missouri. It is said that 300,000 tons of hay will be required in Montana. North and South Dakota stockmen are drawing heavily on Kansas and Missouri. In some parts of Mon-

tana, however, a good hay crop has been harvested. On one acre and a half of irrigated land near Kalispell, O. A. Parsons cut 8½ tons of hay, or, at present prices, nearly \$100 worth.

Andrew H. Ward, in the Worcester Spy, says that the fertilizing elements necessary to produce a ton of hay can be purchased for \$1.97. With hay selling at \$10.75 a ton, this would leave a margin of \$8.78 a ton for labor and profit. He believes that raising hay on eastern farms may be made profitable.

Crop conditions in Wisconsin are varied according to latitude. In the northern part of the state there is a shortage in the hay crop that has sent the price up to \$18 and \$20 a ton. In the central and southern portions of the state a satisfactory hay crop has been harvested and prices are high owing to the increased demand from other sections.

George M. Clark of Connecticut, a hay expert, harvested on one and one-half acres seeded September 2, 1899, 20,005 pounds cured hay weighed as it went into the barn. From another one and one-eighth acre tract seeded five years he obtained 8,545 pounds. Another seeded four years gave 13,460 pounds from one and one-half acres. The total of seven acres under this experiment gave 70,750 pounds, or over 35 tons.

Duluth, Minn., has been dreading an epidemic of \$20 hay. Early in July that figure was actually reached and maintained for a short time, but the price dropped as suddenly as it rose. Owing to the drouth in the Northwest it will probably be necessary to ship in hay from other states. Duluth has received not a little hay from Kansas, paying a freight charge of \$5 a ton for the long haul. Michigan hay has been delivered there at \$14 a ton. The price is not expected to go below \$12 to \$16 this season.

Almost without exception the important hay states have had unfavorable weather, says Orange Judd Farmer. Reports in general show continued drouth, often serious, and yield of hay light. The crop in the West is the shortest for many years, the condition being highly unsatisfactory everywhere except in the Missouri Valley. The June rains came too late to improve the crop, but interfered to a considerable extent with harvesting. In addition to the shortage in yield, there appears a smaller acreage cut in most of the states of importance than was the case last year. A comparison of fifteen states shows an average condition this year of 78 per cent, as compared with an average of 91 per cent last year at the same time. Last year's crop also was unsatisfactory.

#### REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending July 21 sales of Choice Timothy ranged at \$11.50@13.00; No. 1, \$11.25@12.00; No. 2, \$10.50@11.50; Not Graded, \$9.50@12.00; Mixed Hay, \$9.00; Choice Prairie, \$10.50@12.50; No. 1, \$9.00@11.50; No. 2, \$7.50@8.00; No. 3, \$5.00@7.00. Rye Straw was in large supply and dull. Prices lower. Sold at \$6.50@9.25, and Oat Straw at \$5.50. The receipts for the week were 2,561 tons, against 1,658 tons for the previous week. Shipments for the week were 143 tons, against 64 tons for the previous week. A very dull market for Timothy Hay was experienced throughout the week. The market for Prairie Hay ruled firm in the early part of the week, but later the arrivals became larger and the demand fell off very materially.

During the week ending July 28, sales of Choice Timothy ranged at \$10.50@11.00 for new, and \$12.00@13.00 for old; No. 1, \$10.50@11.50; Not Graded, \$10.50@11.00; Choice Prairie, \$9.00@11.00—outside for old; No. 1, \$8.50@9.50; No. 2, \$6.50; No. 3, \$6.00@6.75. Rye Straw sold at \$6.50@7.25. The receipts for the week were 3,273 tons, against 2,561 tons for the previous week. Shipments for the week were 50 tons, against 143 tons for the previous week. Choice Old Timothy was in light supply during the week and the demand was good. The arrivals of new Timothy were only moderate, but the demand was also light. Prairie Hay was dull during the early part of the week and prices declined \$1.00@1.50 per ton. Later the receipts became smaller and the demand improved somewhat.

During the week ending August 4, sales of Choice Timothy ranged at \$11.50 for new, and \$13.00@13.50 for old; No. 1, \$11.00@12.50 for old; Not Graded, \$11.00 for old; Choice Prairie, \$9.00@9.50; No. 1, \$8.00@9.00; No. 2, \$7.50@8.00; No. 3, \$6.00@6.50. Rye Straw sold at \$6.00@6.50. The receipts for the week were 2,546 tons, against 3,273 tons for the previous week. Shipments for the week were 11 tons, against 50 tons for the previous week. Only a light business was transacted during the week. The arrivals of old Timothy were quite small and the inquiry good. A firm feeling existed and prices advanced 50 cents per ton. New Timothy was in light supply and offerings were readily taken. The market for Prairie Hay was quiet and firm. Receipts were light and almost entirely from Kansas.

The demand was good, with no particular change to note in prices.

During the week ending August 11 sales of Choice Timothy ranged at \$12.50@14.00—outside for old; No. 1, \$12.00@12.50; not graded, \$9.00@12.00; Choice Prairie, \$9.00@9.50; No. 1, \$7.50@8.75; No. 2, \$6.00@6.25; No. 3, \$5.50@6.75. Rye Straw sold at \$5.75@6.50, and Wheat Straw at \$5.00. The receipts for the week were 2,606 tons, against 2,546 tons for the previous week. Shipments for the week were 33 tons, against 11 tons for the previous week. A quiet and rather steady market was experienced in both Timothy and Prairie Hay during the week. The offerings were only moderate and local demand just about sufficient to absorb the daily arrivals. Old Timothy Hay very scarce. Prices exhibited no material change for Prairie Hay, with a slight advance in Timothy Hay.

## OBITUARY

George McBean, of George McBean & Co., grain dealers, Montreal, is dead.

P. H. Vadakin, a grain buyer and elevator owner of Allenville, Ill., died July 19 from drinking lemon extract.

John Forbes, boss grain trimmer, died at his home in Toledo, O., July 18. He was well known at all the lake ports.

Derrick Gysbers, 50 years of age, fell into a bin in the Caldwell & Loomans grain elevator at Waupun, Wis., July 14, and was instantly killed.

Isaac Griggs, a grain merchant of New York City, died July 10 of peritonitis. Mr. Griggs started in business as a feed merchant in 1857. He was well known in New York trade circles. He leaves a wife and daughter.

William Coultas died at his home near Buckley, Ill., July 11, aged 72 years. Deceased was a pioneer resident of Iroquois County. He was for many years agent for the Illinois Central Railroad, and built the first grain elevator at Loda.

John W. Farmer, an elevator owner of Big Rock, Ill., aged 67 years, was found dead in his elevator July 14 at 3 o'clock p. m. He was discovered immediately by his hired man, who summoned a physician at once. The heat and overexertion brought on heart failure.

John Chandler died at Baltimore, Md., August 3, of apoplexy, being stricken down suddenly while at dinner. He was 66 years old and a native of Delaware. He had been engaged in the grain and commission business in Baltimore since his youth. He was engaged successively with the firms of George, Jenkins & Chandler, George & Jenkins and P. T. George & Co. He leaves two children, a son and a daughter.

Thomas McMenamy committed suicide at his home in Philadelphia, Pa., July 10, by shooting himself in the mouth. He had been suffering with neuralgia night after night and had been unable to sleep. Insomnia and pain are supposed to have driven him crazy. Deceased was formerly in the grain, flour and feed business with his father in Philadelphia, and retired after securing a competence. He was 65 years of age at the time of his death.

George A. Kyle died at his home in Cayuga, N. Y., July 15. He had been ill for a year with Bright's disease. Mr. Kyle was born in Poughkeepsie, N. Y., in 1827, and at two years of age moved with his parents to Cayuga, where he lived all the rest of his life. He was prominent as a grain dealer and commission merchant and well known along Cayuga Lake, for many years having purchased grain of the farmers in that vicinity. He continued in business almost up to the time of his death.

Charles Henry Bass Breck died at the home of his son-in-law, Willard G. Brackett, Newton, Mass., August 1. He was 80 years old. Mr. Breck was of the eighth generation of Brecks in the United States, and of the seventh generation directly descended from Edward Breck, who came from England with the Puritans and settled in Dorchester, Mass., in 1635. In early life Mr. Breck was associated with his father in the "New England Agricultural Warehouse and Seed Store," and this business he continued to conduct until a few years ago. By combination with other houses and reincorporation under the name of the Joseph Breck & Sons Co., the house has become widely known as one of the largest concerns of the kind in the East. It is now conducted by Mr. Breck's two sons, Charles H. and Joseph F., who, with his wife and daughter, survive him.

Kansas City, Mo., is calling for more grain inspectors to handle the wheat coming in.



## TRANSPORTATION

The Fitchburg R. R. last year delivered to its Hoosac Elevator at Boston 15,123,284 bushels of grain.

The Rock Island extension from Mountain View, Okla., to Granite, has been completed and train service was instituted on July 18.

The impressment of German ships for the China army service is making ocean rates very uncertain, except that they are going higher.

The China imbroglio is having its effect on ocean rates, which have been hardening for some time, and are now higher than for some years at certain Atlantic ports.

The Northern Pacific railway shops at South Tacoma are pushing work on orders for 250 box cars to be completed in time for use in moving the enormous grain crop.

Pacific Coast shippers are complaining of a serious shortage of ocean wheat carriers, and the problem is presented what to do with the enormous wheat crop of that section.

The new extension of the Burlington road from Alliance, Neb., to Guernsey, Wyo., has been opened for business. The line is 128 miles in length. Nineteen new stations have been opened and one train a day will be operated over the line.

Another break in lake rates took place on August 6, when much tonnage was placed at 1½ cents on corn, Chicago to Lake Erie. A few days before one shipper on the South Branch took room for 1,200,000 bushels of corn at 2 cents.

The N. P. R. R. has given notice that on August 15 the existing agreement with the Oregon Railroad & Navigation Company by which wheat has been turned over to the latter road from the former at Wallula Junction for shipment to Portland, will be terminated.

The Texas rate of 20 cents to Mississippi River crossings having expired by limitation, July 31, the St. Louis Southwestern on July 26 announced a rate of 15 cents from the Texas stations to Memphis, effective July 30, no limit for expiration. The rate is a reduction of 10 cents from normal rates to Mississippi crossings.

The Rock Island has issued orders that all cars must be unloaded within the limits or penalties will be attached under the rules. All agents are required to enforce the rules to the letter. Other roads are taking a like precaution, particularly those which have western connections and whose lines penetrate Nebraska, Kansas and other western states.

Judge Munger, at Omaha, Neb., has issued a restraining order preventing the attorney general of Nebraska and the state board of transportation from putting into effect a reduction of freight rates upon certain commodities. In his opinion the judge held that the state board of transportation has no legal existence, the act of 1887 creating the state board not having been legally adopted by the legislature.

The first steel steamer drawing fourteen feet of water, intended to navigate the Canadian canal system, loaded a cargo of pipes at the works of the Canada Pipe Co., Montreal, for Ft. William. The vessel was brought from England with a salt water crew who have left her, and the captain engaged a Canadian crew to take her up the canals to the upper lakes. Her voyage will be the first real test of the efficiency of the canal system.

Grain rates west of Chicago were advanced July 25, the rate being increased from southwestern Missouri River points to the east, north and south. The new tariff is as follows: To East St. Louis, corn, 7 cents per 100 pounds; wheat, 9 cents; to Peoria, corn, 9½ cents; wheat, 11½ cents; to Chicago, corn, 12 cents; wheat, 14 cents; to Memphis, corn, 10 cents; wheat, 12 cents; to Galveston, corn, 16½ cents; wheat, 18½ cents, and to Minneapolis, corn, 12 cents, and wheat 14 cents.

Chicago does not seem to have lost any vessel trade by reason of the drainage canal. Her high tunnels and bulging center piers have done more trade diverting than the ditch. Milwaukee, on the other hand, reports an absolute lack of grain cargoes. There is hardly a boat loading cereals there, and the boats are going to Chicago in the hope of getting cargoes. It looks as though Chicago would get boats in spite of endeavoring to destroy her lake traffic interests.—Marine Record.

The Santa Fe Railroad has given notice that it will permit the inspection of wheat in Kansas City in connection with the emergency rate made recently from Texas common points to Chicago and St. Louis. The emergency rate is 26 cents to Chicago and 20 cents to St. Louis. The inspection privilege granted means practically that the wheat may be stopped at Kansas City and shipped on later at

the balance of the through rate, which to Chicago would be six cents per hundred pounds.

An alliance between the C., M. & St. P. and Northern Pacific lines is said to be in process of negotiation. It will have special reference to the Duluth Short Line and will permit the St. Paul to unload grain at Duluth practically on its own tracks.

On July 22 the new line, Chicago & Northwestern, between Tyler, Minn., and Astoria, S. D., passing through Arcola, Ivanhoe and Hendricks, all in Minnesota, was opened for traffic. The short line between Mankato and New Ulm was also opened on the same date.

Milwaukee grain men find that the new rules governing through rates on export grain do not apply to smaller Lake Michigan ports, such as Green Bay, nor on the Soo Route, and therefore they operate as a discrimination in favor of those ports. It is also claimed that the rules are violated at Buffalo and at Boston, large shippers receiving rebates on larger amounts of grain than they actually export. The Milwaukee men want the rules applied to all lines so that all shippers may fare alike.

## The EXCHANGES

Chicago Board of Trade memberships have been gradually advancing in price. A recent sale was made at \$2,325 net to the purchaser.

The newly elected directors of the Grain, Hay and Feed Receivers' Association of Cincinnati have chosen the following officers: George Munson, president; Charles S. Maguire, secretary, and J. A. Loudon, treasurer.

At the special election held by the Chicago Board of Trade on August 4, Edward S. Adams received an almost unanimous vote for vice-president to succeed Mr. Nicol, resigned. The amendment of the rules aimed at bucket-shopping by giving the directors power to regulate the sending out of quotations, received 706 out of 744 votes cast, thus amply sustaining President Warren in his crusade.

The San Francisco Produce Exchange held its annual election last month, which resulted in the election of the following: For directors, G. W. McNear, president; H. Sherwood, vice-president; H. F. Allen, treasurer; E. Gauthier Jr., E. W. Ferguson, E. E. Kahn, Max I. Koshland, E. A. Bresse and J. E. de Ruyter. For committee of appeals, Maurice Casey, J. J. Moore, Henry Sinshemer, H. A. Mayhew and J. M. Pettigrew.

The Corn Committee of the Baltimore Chamber of Commerce organized last month by electing John W. Snyder chairman, and Robert Marye vice-chairman. This is the fifteenth year that Mr. Snyder has been elected a member of the Corn Committee and the fifth consecutive year that he has been chosen chairman. The Hay and Straw Committee reelected James T. Clendinen chairman and William Hopps vice-chairman. The Buckwheat Committee elected Walter Kirwan chairman. John C. Legg was reelected chairman of the wheat committee, in which capacity he has served continuously since 1891.

The cash oats trade on the Chicago Board of Trade has been considerably broadened since the inspection has been modified to allow a large percentage of No. 3 white oats to go into No. 2 white, thus increasing the volume of contract grade on which to trade. Under the new order of inspection, to which the Railroad and Warehouse Commissioners have agreed, No. 2 white oats will be "seven-eighths white, sweet, reasonably clean and reasonably free from other grain." Thus the contract grade may hereafter contain wheat, straw, seed, pods, screenings and dust, so long as they are not present in unreasonable quantity.

The Richmond Grain and Cotton Exchange, Richmond, Va., held its annual meeting last month. The membership of the exchange is 69, the same as a year ago. Capt. B. A. Jacob was reelected secretary and treasurer. His report shows that the receipts for the year ended June 30 are largely in excess of those of the preceding year. The following are the receipts for the year just closed: Wheat, 578,696 bushels; corn, 1,684,348 bushels; oats, 1,010,164 bushels; rye, 29,988 bushels. Total, 3,303,106 bushels, an increase of 680,230 bushels. Flour, 163,492 barrels, an increase of 33,122 barrels; hay, 26,791 tons, an increase of 720 tons; mill offal, 7,113 tons, an increase of 1,974 tons.

A youth having coin entered the street. "Lamb with plenty of mint-sauce!" whispered the bulls and the bears, one to another, and laughed suppressedly.—Puck.

The first big Chicago cash transaction on new crop Kansas wheat took place July 23, when 500,000 to 700,000 bushels were taken, one-half of which will be exported by Richardson.

## BARLEY AND MALT

The Manhattan Malting Company of Manhattan, Mont., write that on irrigated lands in that section the barley crop is A1 in yield and quality, but that on unirrigated lands it is not so good.

The first sample of new grain received at the office of the Washington State Grain Inspector came in July 11, and was barley from the Walla Walla district. It weighed 46½ pounds to the measured bushel and was graded No. 1 brewing.

G. H. Krundick, a grain dealer of Winona, Minn., reports danger to the barley of that section from long continued rains. He says that continued dry weather would have been much better for the farmers than the rains, which will have the effect of discoloring the barley and so reducing it in grade and price. Barley, he says, will suffer more than other grains.

Receipts of barley at Cincinnati during July were 800 bushels and shipments 3 bushels, as compared with receipts of 9,100 bushels and shipments of 8 bushels during the same month last year. Receipts of malt at Cincinnati during July, 1900, were 82,889 bushels, and shipments 68,219 bushels, as compared with receipts of 101,034 and shipments of 59,689 bushels in July, 1899.

Floyd C. Clark, manager of the Stevenson Malting Company's plant at Oswego, N. Y., shot and killed himself at his boarding house August 6. He had been in poor health for some time—was afflicted with deafness, which caused him much inconvenience, and had been very despondent. He entered the bathroom and shot himself through the heart. Deceased was 52 years old and leaves a wife and six children.

The large plant of the Manitowoc Malting Company, now in process of erection at Manitowoc, Wis., will receive grain September 1 and will be in full running order by September 15. This is said to be the first malthouse in the United States to make the eight-day germinated commercial malt. The officers of the Manitowoc Malting Company are: Mayor William Rahr, president; Prof. C. E. Patzer of the Milwaukee normal school, vice-president, and O. Rahr, secretary and treasurer.

The William Rahr Sons Company of Manitowoc, Wis., report that the barley crop in that vicinity was harvested in good condition, and is of good color and a fairly plump kernel. The yield was a little less than last year. From other sections of Wisconsin the company has received reports that a great deal of the barley was harvested during the heavy rains, and as a consequence a large percentage of it was stained. Their impression is that the barley market will be slightly firmer than last year and that Extra No. 3 may sell at 50 cents per bushel.

### IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
June, 1899 .....	12	\$6	
June, 1900 .....	43	47	
Twelve mos. ending June, 1899 .....	110,475	53,696	
Twelve mos. ending June, 1900 .....	189,757	91,940	

Exports—			
June, 1899 .....	314,052	147,622	
June, 1900 .....	1,112,035	508,996	
Twelve mos. ending June, 1899 .....	2,267,403	23,661,662	
Twelve mos. ending June, 1900 .....	1,375,274	11,216,694	

BARLEY MALT.			
Imports—			
June, 1899 .....	321	354	
June, 1900 .....	400	325	
Twelve mos. ending June, 1899 .....	4,984	4,447	
Twelve mos. ending June, 1900 .....	4,399	4,127	

Exports—			
June, 1899 .....	45,780	33,343	
June, 1900 .....	22,827	17,113	
Twelve mos. ending June, 1899 .....	453,038	324,145	
Twelve mos. ending June, 1900 .....	296,742	215,198	

Several counties of Iowa and Kansas have laid claim to this interesting fowl; but the Clay County, Iowa, News tells the story in this way: "A Clay County farmer has a bin containing about 800 bushels of wheat. About a month ago he proposed to market the grain, but on going to the bin he discovered that a hen had established her nest on the wheat, was setting there, and that to remove the grain would 'break her up.' He decided not to disturb her, but wait till she came off with her chicks. In the meantime the price of wheat advanced until the farmer discovered that he had gained over \$100 by allowing the hen to sit it out. It sometimes pays to humor even the whims of a hen."



## PERSONAL

A. Mallory is in charge of the Peavey elevator at Amboy, Minn.

Wm. D. Funk is in charge of the elevator at Reeding, Minn.

C. B. Bailey is now in charge of an elevator at White Rock, S. D.

J. W. Abbott is now in charge of the Bagley elevator at Webster, S. D.

James Grant is in charge of the new Omaha Elevator at St. Libory, Neb.

Monroe Garrison is now manager of the Farmers' Elevator at Wellington, Ill.

Robert Hamilton of Homer, Ill., has taken charge of the elevator at Ogden, Ill.

A. J. Solberg has closed the elevator at Crystal, N. D., and is now in Minneapolis.

C. Gleason is again located at Dover, Minn., as grain buyer at Cargill Bros'. new elevator.

H. J. Schalkle is now in charge of the Interstate Elevator Company's elevator at Holstein, Iowa.

C. H. Leaman has removed from Hillsboro, N. D., to 1714 First Avenue South, Minneapolis, Minn.

A. M. Goff, grain merchant, of Rantoul, Ill., is spending a month in New England for his health.

L. N. B. Anderson has been appointed as agent of the Tacoma Grain Company at Moscow, Idaho.

George Stuart has been appointed manager of the plant of the American Cereal Company at Cedar Rapids, Iowa.

F. O. Williams, who has been buying grain in Moscow, Idaho, for the past year, is now residing in Oakesdale.

Harry C. Reed, representing F. G. Logan at Kansas City, Mo., has been confined to his home by malarial fever.

Col. W. L. Haupt, manager of the Monarch Elevator at Lisbon, N. D., is a presidential elector on the fusion ticket.

Allen F. Howard has been appointed agent for Eppinger & Co., in buying grain, with headquarters at Moscow, Idaho.

John McAuley has been appointed manager of the Great Western Elevator at Hunter, N. D., for the coming season.

Jack Troutman, formerly of Jasper and Evansville, Ind., is now employed in a grain elevator at West Superior, Wis.

Joseph J. Willenbrink, a grain dealer at Newport, Ky., has secured a membership in the Cincinnati Chamber of Commerce.

E. E. Dotson, who has been manager of the Big-ham Brothers' elevator at Lake Benton, Minn., for two years, has resigned.

F. W. Johnson has left the employ of the Interstate Grain Company at Kenyon, Minn., and is now in the teaming business.

Charles Bride has charge of a line of grain elevators for the Oklahoma Supply Company, with headquarters at Stillwater, Okla.

George Griffin, who has had charge of the Hunting Elevator at Everly, Iowa, has closed the house and is taking a two months' vacation.

A. C. McDonald, former manager of the American Cereal Company's plant at Cedar Rapids, Iowa, is now manager of the Indiana Elevator at Chicago.

J. C. Mason has resigned as agent of the Monarch Elevator Co. at Buffalo, N. D., and has gone to Minneapolis. The house will probably be closed soon.

John Mougey, who has had charge of the Southwestern Elevator at Sheldon, N. D., for the past five years, will resign his position and devote his attention to his farm.

W. H. Davis, an employe of the Interstate Grain Company of Minneapolis, Minn., and a veteran of the late war with Spain, was married July 18 to Miss Mina R. Jackells of Anamosa, Iowa.

E. R. Evans, who for several years has had charge of the Bagley Elevator at Edgeley, N. D., has removed to Montevideo, Minn., the elevator having been closed on account of the light crop.

William Scott, the 19-year-old son of Robert F. Scott, grain dealer, of Indianapolis, Ind., has passed the examination for admission to West Point. He is a graduate of the Manual Training High School.

Archibald Newman, a prominent business man of Greenfield, Ind., and Mohawk, Ind., and senior member of the firm of Newman & Barnard, mysteriously disappeared about July 20. The firm owns a large flouring mill and grain elevator at Greenfield and

a planing mill, sawmill, flouring mill and grain elevator at Mohawk. They have just completed a new elevator at Greenfield.

Mr. Morrow, who is at the head of the Cherryvale Grain Company, will remove his headquarters from Cherryvale, Kan., to Independence, Kan., where he has an elevator at the Santa Fe depot. He also has an agency at Elk City.

W. L. Roseboom, who is credited with profits aggregating \$2,000,000 in broomcorn in the past two years, is a Chicagoan and at the head of the broomcorn trust. He has been engaged in this business for thirty years. The profits of his company this year will probably reach \$1,000,000.

D. W. Harris, accused of "skinning" a 25,000-bushel purchase of wheat made for Bartlett, Frazier & Co., some months ago by reporting the purchase as made at  $\frac{1}{2}$  of a cent advance over the actual buying price, was cleared of the charge at an investigation by the Board of Trade directory August 1.

I. P. Rumsey, president of Rumsey, Lightner & Co., Chicago, one of the commissioners appointed by the governor of Illinois to arrange for the erecting of monuments on the field of Shiloh to soldiers of Illinois, visited the scene of the famous battlefield, with the other commissioners, in June. They have completed arrangements for the erection of a monument to each regiment and battery of Illinois that fought in that battle. The state has appropriated \$65,000 for the purpose. The battlefield is now a handsome park and will be still further beautified by this tribute to the fallen Illinois heroes.

John Robson, who has been a member of the Chicago Board of Trade for forty-five years, sold his membership July 30, and will retire from active business. He leaves soon for a trip to Europe. Mr. Robson has been a member of the Board since 1855. He was born in England in 1831, and came to this country with his parents when he was twelve years old. For ten years he lived in Lansing, Iowa, and was largely interested in lumber and land. At 22 years of age he was a grain buyer in Madison, Wis. Although one of the oldest members of the Board of Trade, he did not take up his residence in Chicago until twelve years ago.

Edward L. Dwyer of Torrington, Conn., who recently enlisted at Harrisburg, Pa., as a private in the United States Marine Corps, is said to be the same Edward L. Dwyer who once operated on the Chicago Board of Trade and tried to corner wheat. In 1886 E. L. Dwyer was in the commission business at 169 Jackson Boulevard. He suddenly came into notoriety by buying 1,200,000 bushels of wheat. The market weakened, and Dwyer was called upon for margins, which he could not furnish. He eventually settled at 25 cents on the dollar. Dwyer is reputed to have passed through a variety of vicissitudes since then, having married a wealthy widow who died and left him \$350,000. He recently filed a petition in bankruptcy, and finding himself penniless and without employment, enlisted in the navy.

## COMMISSION

J. B. Scott, representing the Balfour-Guthrie Grain Company, has opened an office in the Landers Building at Oakesdale, Wash.

George E. Thayer has withdrawn from the Traders' Commission Company of Kansas City. J. E. Walker will continue the business.

Fred J. Linton has sold out his commission business at Kansas City, Mo., and will remove to Fort Worth, Texas, and engage in the cash grain trade.

Robbins & Werner, who have been doing a grain commission business at Minneapolis, Minn., have sold out to the Minnesota Grain Co., N. O. Werner, president; Nels Enge, vice-president and C. O. Werner, secretary.

Grain Trade Talks, by Edward G. Heeman, have run into the 'steenth edition and bid fair to rival Richard Carvel, and other widely read works, in point of popularity. A recent request for the last number of the Talks was from Professor Ruhlman, director of the international office at Fribourg Switzerland.

Emery J. Street, of the Christie-Street Commission Company, Kansas City, Mo., has sold his interest and withdrawn from the firm. C. C. Christie, Bruce Detrich and J. H. Tinker have incorporated under the name of the Christie Grain and Stock Company, with a capital stock of \$100,000, and will continue the business formerly conducted by the Christie-Street Commission Co.

Robert Eliot & Co. of Milwaukee, Wis., have dissolved partnership. Robert Eliot and George W. Marling, who have long been associated in the grain business, have retired. The business will be continued by Edward H. Dadmun, Louis L. Runkel and Timothy Sullivan, young men who have grown

up in the office. Of the retiring members of the firm Mr. Eliot has been in business in Milwaukee since 1855, and Mr. Marling has been associated with him for over thirty years past. They have never speculated, but have bought and sold grain as a legitimate business, and have been able to withstand all financial storms.

## Items from Abroad

Mexico's wheat crop is unusually large this season.

The south building of the London Corn Exchange was built in 1747.

The Great Central Railway has decided to build a new dock at Grimsby, England. It is expected the deeper water will add to the grain trade of the port.

The general average condition of German crops is below that of the same period last year, and this is especially true of rye, which is an important breadstuff in this country.

The French minister of agriculture estimates that the deficiency in this year's wheat crop will consume the surplus of last crop, and still be 30,000,000 bushels short of national requirements.

Hay is short in all the south of France. At Bordeaux, on June 25, when the buying was in progress, the price quoted by the market reports was about \$16 a ton. Corn has been planted for fodder.

During a recent strike of dock men, the London Grain Elevator Company put in a machine for filling, weighing and sewing grain sacks, and got along pretty well without a certain number of men. It was found, however, that to be economical, the machine should be supplied with sacks made for that especial use, when the automatic system will be considered perfect.

The agricultural interest in Hungary is so powerful that it has been able to bring up for serious consideration by the Budapest Corn Exchange the adoption of a sale note for grain that shall practically exclude foreign wheat from that market by making it undeliverable on contracts. The question is still under debate, and naturally, the grain dealers oppose so sweeping a measure.

The passage by the French Chamber of Deputies of a bill paying what amounts to a bounty of about 36 cents a bushel for wheat exported has raised a howl of protest by conservative French financiers. They see in it only another scheme to pay foreigners for taking French wheat, and at the same time to raise the price of wheat (bread) in France itself. The bill has not yet become a law and probably will not.

India wheat is marketed in bags holding 185 to 205 pounds, according to the station it comes from, and the bags are loaded on the steamer, when exported, without any change of contents whatever. The local buyer (bunniah), however, buys and stores the wheat loose, and mixes the qualities and kinds of wheat, as well as a proportion of dirt, to suit his own notions or ideas of profit, before he forwards the grain to the coast. The wheat being thrashed in the primitive way by trampling it out by a bullock, the wheat is gathered up along with soil and gravel ad lib.

A Leipzig correspondent of the Chicago Tribune says: "In comparing the import of grain from the United States with that of Russia it will be seen by the following figures that the latter has gone back proportionately and the former increased to a remarkable extent in the last few years. In 1895 Russia exported to Germany 678,203 tons of wheat, the United States, 193,594 tons; in 1898, Russia, 775,506 tons; the United States, 528,021 tons; in 1899, Russia, 332,311 tons; the United States, 710,318 tons. In 1895 Russia exported 841,974 tons of rye to Germany, the United States only 3,060 tons; in 1898, Russia, 611,297 tons; the United States, 248,912 tons; in 1899, Russia, 460,367 tons; the United States, 70,494 tons. For the present year a partial recovery for Russia is expected, as the prospects for a large yield in that country are favorable."

## OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

S. P. Carr, Volin, S. D.

A. K. Zinn, Galesburg, Mich.

G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.

L. I. Ziegler, representing Nordyke & Marmon Co., Indianapolis, Ind.

A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.



## FLAXSEED

Linseed oil is selling at 60 cents per gallon in Liverpool, the highest price in thirty years.

G. S. Barnes, a North Dakota grain buyer, estimates that flax and wheat will bring to that state \$40,000,000 for the 1900 crop. The crop of last year was valued at \$70,000,000.

F. W. Kettenbach, of the Kettenbach Grain Company of Idaho, says that the production of flax in Nez Perces County alone will aggregate at least 400,000 bushels, from 2,500 acres.

Southwestern flaxseed has been coming into the Chicago market for several weeks and has depressed prices. Stocks of the grinders have been low, and the demand for oil is good, which ought to make a speedy market for the new crop.

Poehler's flax estimate, as published in the Market Record, puts the acreage in this country at 2,500,000 acres, and credits North Dakota with an average of nine bushels to the acre. This is regarded by the editor of the Record as a large estimate, in fact as the limit.

Flax has matured so unevenly in North Dakota that it is utterly impossible to venture a prediction as to how much of it will be harvested. Parts of a field will be ready for cutting by August 15 and other parts of the same field will not mature for 30 or 40 days after that.

The annual report of the first year's business of the American Linseed Company, ending March 1, shows earnings of \$2,028,402, of which \$1,116,938 have been paid out in dividends, and the balance, \$911,464, is surplus. The common stock of the company is \$16,750,000. The assets are \$12,299,076.

A break of 20 cents per bushel in the flaxseed market, like that which occurred July 24, indicates that the market is getting down from a fictitious basis to normal conditions. With the new crop coming in and pressing for sale, the speculative price is pretty sure to be shaded considerably.

The Northern Pacific crop bulletin says that on the Manitoba division flax is the most promising crop; on the Dakota division flax is getting along well, and on the James River branch there has been a noticeable improvement. In many places the crop will be very late, having taken a fresh start from the late rains.

The linseed oil mills at Fargo, N. D., are being extensively enlarged and improved. The elevator and cleaning capacity has been increased from 300,000 to nearly one million bushels. The plant will be put in operation about the middle of August or the first of September, as soon as the new crop begins to move.

The American Linseed Company suffered a severe loss in the burning of the Eastern Elevator at Buffalo on the night of July 24. The property had been only recently purchased by the company. The site is regarded as one of the best in Buffalo and the company will probably replace the burned building with a steel structure.

Oliver Dalrymple writes to the Fargo Forum: "Flax is practically all the crop we have, and it is looking all right so far. Flax is a peculiar plant. It will wait for you in the spring, wait for you in the summer, and wait for you in the fall. Wheat is different; it won't wait forty-eight hours. I look for a fair crop of flax."

The Fredonia Linseed Oil Company has been organized in Fredonia, Kan., with capital stock of \$100,000, to purchase and operate the linseed oil mills at that place. The directors of the new company are: J. Martin Jones, Eli Lewis, W. C. Scarritt, Garland Jones, F. H. Woodbury, W. R. Wilson, R. W. Jones Jr., and H. H. Clark. The mill now uses 125,000 tons of seed annually, but its output will be greatly increased.

Professor Bolley, of the North Dakota Agricultural College, has been making investigations and has found that a very large acreage in the state is spotted by flax disease. The disease is of such a nature that it may be imparted to the plant through the seed, and when the fungus is once in the ground it may remain for years, thus infecting subsequent flax crops. Prof. Bolley urges the farmers to make a careful inspection of their flax fields and seed none of the land next year that shows the flax sickness this season, and above all not to seed the flax grown on the diseased land this year.

According to the statement of receipts and shipments of flaxseed at Chicago from August 1, 1899, to July 31, 1900, prepared by S. H. Stevens, Flaxseed Inspector of the Chicago Board of Trade, the total receipts were 7,142,887 bushels, of which 5,825,189 bushels were inspected and 1,317,698 not inspected. Total receipts by railroad were 5,730,750 bushels. The total shipments were 3,774,247 bushels, of which 2,414,562 were inspected, and 1,158,685 not inspected. Shipments by railroad

were 878,569 bushels, and by lake 1,535,933 bushels, and 201,000 bushels went out in through cars.

Mrs. Henriette C. Olberg is looking after the interests of flax at the Paris Exposition. Mr. Lippon, a Belgian millionaire who is largely interested in the manufacture of linen, has assured Mrs. Olberg that he will establish a flax fiber plant in Minnesota. Mr. Lippon visited Minnesota several years ago and was favorably impressed with the possibilities of flax raising in that state.

In 1898, the flax crop of India was 17,865,000 bushels, and exports 17,868,000 bushels; in 1899, the crop was 17,115,000 bushels, and exports 13,419,000. The 1900 crop is estimated at 11,830,000 bushels. It commenced to move about the last week in March, and the exports up to July 1 were 6,982,000 bushels. This would seem to indicate a large export movement of flaxseed from India this year.

Shares in the American Linseed Company have advanced in price of late in anticipation of a favorable annual statement soon to be issued. President Majors' recent visit to Europe is said to have resulted in an agreement between his company and the English linseed oil men by which the markets for oil in the two countries are likely to be kept much closer together than has been the case in the past.

According to a recent report by United States Consul General Mason at Berlin, the linen manufacturers of Europe are looking to America for their future supply of flax fiber. The following table shows the exports of flaxseed from all the producing countries during a period of eight years, according to figures sent out by the department of agriculture. The figures for United States are for years ended June 30; Russia and Argentina December 31, and India March 31:

Year.	United States.	Russia.	India.	Argentina.
1899	2,830,991	26,682,143	17,653,656	8,517,909
1898	257,228	9,996,775	9,366,788	6,084,221
1897	4,713,747	21,335,524	10,700,340	6,606,175
1896	80,453	20,615,204	11,257,184	9,039,352
1895	1,224	16,846,584	18,032,764	10,880,007
1894	2,047,836	9,436,383	20,490,352	4,110,263
1893	1,837,370	8,357,515	15,635,108	2,841,546
1892	3,613,187	7,695,234	21,733,184	1,691,846

a 10 months, 1899, January to October.

In the summer of 1896 flaxseed sold down to 63 cents a bushel. Cash prices in the Chicago market last fall and early winter were \$1.20 to \$1.50. Old seed has sold at Chicago this spring in a few carload lots at as high as \$1.80 per bushel. The Orange Judd Farmer calls attention to the fact that about 95 per cent of the flaxseed crop of the world is produced in the United States, Russia, India and Argentina, and the export movement from the countries named practically controls prices. In recent years, India has furnished 40 per cent of the world's requirements, an annual average of nearly 16,000,000 bushels, Russia following, with Argentina and the United States in the order named. Our relatively small exports indicate not only moderate production, but very large domestic consumption, most of our flaxseed being consumed at home. Much of the oil cake manufactured in the United States, the residue after the oil is expressed, goes abroad as stock feed. Official figures show that exports of oil cake and meal are very regular one year with another, now approximating 480,000,000 pounds annually.



MAKE A GUESS ON WHAT HE HAS UNDER HIS HAT.

Crop Experts are numerous this year. They are "performing" almost every day. They are "working" the Northwest hat trick to beat the band, but for some reason, they all seem to have a different way of doing it. Some of them say the correct answer as to how much spring wheat there'll be is 125 millions; others only 100 millions; others 150 millions, and you'll find some that say 200 millions is correct. What's your guess?—Zahm's Circular.

## PRESS COMMENT

### THOSE WAREHOUSE RECEIPTS.

It appears to be within the power of the Board of Trade and the bankers to set forth such an object lesson in this matter of warehouse supervision, using the defaulting concern as an example, that a radical change in the system will be forced upon the state authorities. It is not enough to know that no fraudulent receipts are outstanding at a given time. There should be reasonable assurance that the law will be enforced at all times in the future.—Chicago News.

### TELEGRAPH COMPANIES ARE BLUFFING.

Telegraph companies are making a bluff, and will try New York quotations. This may serve the bucket shops as they merely bet upon the price. We are sorry to see the quotations interrupted. It will kill spreading, and that is two-thirds of the business at this season of the year. Dullness generally leads to weakness. It may hurt the price a little. Police were raiding the bucket shops around the Board there to-day. On with the fight. Make it short and decisive.—King & Co.'s Circular.

### THE BUCKET SHOP.

When the bucket shop is considered, there is no room for doubt as to its character. It is a gambling den and nothing else. It is generally a dishonest gambling den, for there are few, if any, bucket shops where the frequenters have fair treatment. . . . But almost invariably the quotations are delayed on the ticker enough to make him place his bet at a disadvantage. . . . In these circumstances the sympathy of the public is and should be with the movement to drive the bucket shop out of business along with all other gambling establishments.—Chicago Record.

### CORN AND CORN EXPORTS.

A gain of a quarter in one year's foreign trade in a staple crop is not a bad showing. That is exactly what is true of corn. In spite of a slightly higher average price, our exports of corn during the fiscal year recently closed showed a gain of nearly 25 per cent both in quantity and money value. Purchases by foreign customers the past year were at the high water mark reached in 1898, and emphasized the fact that our hold upon European markets has never been more substantial than to-day. Considering the very heavy domestic requirements and adding to this the splendid export showing, it is clearly evident that a burdensome crop of corn is practically an impossibility.—Orange Judd Farmer.

### NEEDS AMERICAN CORNED BEEF.

Germany needs corned beef for her navy and for the soldiers who are to be sent to China. European countries can get along after a fashion in time of peace, but when it comes to war the storehouse of this country must be drawn on to keep the human machine of war from getting hungry. Money is considered the "sinews of war," but corned beef is the sine qua non of every country that expects to drop warm shells among the enemy away from home. American corned beef and American mules were two indispensable articles to the British in South Africa. The former, at least, will be just as necessary to Germany if the Kaiser decides to have an exhibition of fireworks at Peking.—Drovers' Journal.

### GRAIN QUOTATIONS.

The natural effect of the exclusive use of our quotations should be to promote grain dealing here, and to restrict operations upon the Chicago Board of Trade. I certainly do not see how the latter result can be avoided so long as Chicago has not the use of the wires. The telegraph is essential. Perhaps the Chicago men know what they are about, but to suppose that they can trade under the present conditions as they have hitherto traded is to ascribe to them occult powers not readily credible even in Chicagoans. Therefore, I really do not see how the present arrangement can be a permanent one. The Board of Trade must have the wires, and consequently some compromise and agreement with the companies is to be expected.—John Valiant in New York Evening Post.

Ostia, the port of ancient Rome, was founded in the second century of Rome, and was a great commercial city, with enormous warehouses for grain and merchandise. Wheat came hither in enormous quantities, when Rome was at her height, from Egypt, Northern Africa, Sicily and other places, but with the political decline of Rome came the decay of the port, which is now actually several miles inland, the delta of the Tiber having filled with sand and extended itself beyond the ancient city.



## Late Patents

Issued on July 10, 1900.

Bucket Conveyor.—Gustavus L. Struebner, New York, N. Y. Filed Sept. 27, 1899. No. 653,324. See cut.

Igniter for Explosive Engines.—Fred A. Law, Hartford, Conn., assignor by mesne assignments to the Columbia and Electric Vehicle Co., Jersey City, N. J. Filed July 26, 1898. No. 653,353.

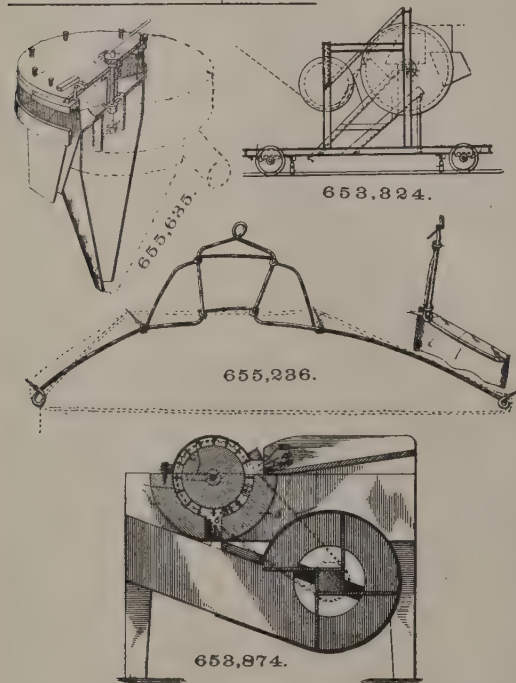
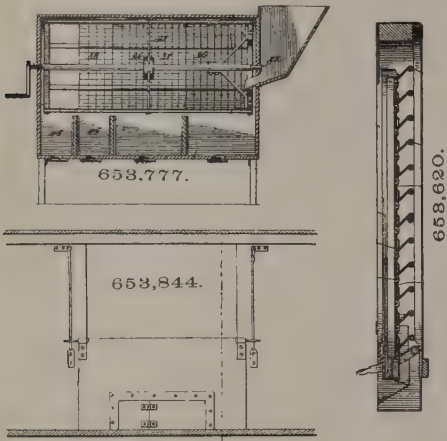
Grain Sieve.—Wm. Dougherty, Fountain, Minn. Filed April 17, 1899. No. 653,620. See cut.

Issued on July 17, 1900.

Grain Door.—Joseph E. Lisby, Nebraska City, Neb., assignor of one-half to Jos. Laubach, same place. Filed Feb. 2, 1900. No. 653,844. See cut.

Gas Engine.—Fred C. Olin, Buffalo, N. Y., assignor to the Olin Gas Engine Co., same place. Filed Oct. 2, 1899. No. 653,876.

Pea Huller and Cleaner.—Edmond D. Morris, Nashville, Ga. Filed Oct. 12, 1899. No. 653,874. See cut.



Gasoline Engine.—Frank J. Sproehle, Philadelphia, Pa., assignor of one-half to Edw. D. Chaniel, same place. Filed Oct. 21, 1899. No. 653,971.

Grain Separator.—Elam E. McLin, Fairfield, Ill. Filed Nov. 8, 1899. No. 653,777. See cut.

Issued on July 24, 1900.

Grain Scourer.—John L. Toliver, Cortner, Tenn. Filed Nov. 17, 1899. No. 654,192.

Issued on July 31, 1900.

Dust Collector.—Louis C. Meyerott, Evansville, Ill. Filed Feb. 23, 1900. No. 654,997.

Regulator for Gasoline or Other Like Engines.—Stephen A. Hasbrouck, New York, N. Y. Filed Aug. 5, 1899. No. 654,894.

Sparkign Igniter for Explosive Engines.—Harry C. Thamsen, Hamburg, Pa., assignor of two-thirds to Alexander Murdoch, same place, and Adam H. Leader, Reading, Pa. Filed April 17, 1900. No. 654,818.

Combined Steam and Explosive Engine.—Geo. Palm, Butler, Pa. Filed Dec. 18, 1897. No. 654,761.

Issued on August 7, 1900.

Bag Holder.—Arthur J. Hurd, Baraboo, Wis. Filed Sept. 23, 1899. No. 655,235. See cut.

Dust Collector.—O. M. Morse, Jackson, Mich. Filed July 1, 1899. No. 655,635. See cut.

Rear Compression Explosive Engine.—Henrik A. Bertheau, Stockholm, Sweden. Filed July 20, 1898. No. 655,186.

Gas Engine.—Edward C. Wood, Somerville, Mass., assignor of one-half to Thomas W. Gleason, Boston, Mass. Filed Aug. 9, 1899. No. 655,473.

### BREADSTUFFS EXPORTED.

The exports of breadstuffs for the fiscal year ended June 30, 1900, show a slight falling off of demand for wheat and wheat flour, but an increase of other grains. The bushels and totals, as reported by the treasury department, are as follows:

	1900.	1899.
Barley, bu. ....	23,661,662	2,267,403
Value .....	\$11,216,694	\$1,375,274
Average value .....	47.4c	60.6c
Bran, etc., tons .....	166,601	127,953
Value .....	\$2,638,638	\$2,002,588
Buckwheat, lb. ....	425,822	1,533,980
Value .....	\$254,847	\$846,028
Corn, bu. ....	209,348,273	174,089,994
Value .....	\$85,206,389	\$68,977,448
Average value .....	40.7c	39.6c
Corn meal, bbls. ....	943,782	791,488
Value .....	\$2,148,410	\$1,775,868
Oats, bu. ....	41,369,205	30,309,778
Value .....	\$12,504,540	\$9,787,540
Av. value .....	30.2c	32.2c
Oatmeal, lb. ....	66,239,950	58,042,505
Value .....	\$1,547,900	\$1,295,988
Rye, bu. ....	2,355,792	10,140,866
Value .....	\$1,442,055	\$5,936,078
Av. value .....	61.2c	58.5c
Rye flour, bbls. ....	4,370	4,826
Value .....	\$14,757	\$15,915
Wheat, bu. ....	101,950,352	139,432,815
Value .....	\$73,237,040	\$104,269,169
Av. value .....	71.8c	74c
Wheat flour, bbls. ....	18,697,825	18,485,690
Value .....	\$67,755,963	\$73,093,870
Av. value .....	\$3.08	\$3.95
Total breadstuffs .....	\$262,734,026	\$273,999,699

The "American Elevator and Grain Trade," of Chicago, entered upon its nineteenth year with last month's issue. This is one of the best grain trade papers we know of. It occupies a position of great influence on the other side of the line, and is not by any means a stranger to the trade of Western Canada either. It is just about two months older than The Commercial, and in its day has seen quite as much progress made in the grain trade of the western states as this journal has in Western Canada, and has itself contributed no small part of the energy which has led to that progress.—Winnipeg Commercial.

## FOR SALE.

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### TRACK SCALE FOR SALE.

For sale, a 60-ton, 34-foot Fairbanks Track Scale, good as new. Price \$250.

A. K. KNAPP, Minooka, Ill.

### GRAIN CLEANER.

For sale, a Pease Grain Cleaner, capacity 1,500 bushels per hour. Used only short time.

REQUA BROS'. ELEVATOR, Forty-fourth St. and Wabash R. R., Chicago.

### FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

### IOWA ELEVATOR.

For sale, splendid elevator, nearly new, all cribbed, 22,000 bushels' capacity. On B., C. R. & N. in the beautiful town of Iowa Falls. Cause for selling—difficulty with railroad company. Inquire of

J. C. JACKSON, Iowa Falls, Iowa.

### GASOLINE ENGINES FOR SALE.

One 7-h. p. Weber Gasoline Engine, \$195. One 10-h. p. Fairbanks-Morse, \$325. One 15-h. p. Norman (Chicago), \$250. One 10-h. p. Otto, \$275. One 20-h. p. Springfield, \$375. Replaced with Backus Engines. Moral: Buy the best at the start.

BACKUS GAS & GASOLINE ENGINE CO., 171-173 Lake St., Chicago.

### GRAIN AND STOCK BUSINESS.

For sale, new modern 20,000-bushel elevator, No. 9 Clipper Cleaner, 6 h. p. gasoline engine, brick engine house, large office, 6-ton scale. Price, \$3,800; railroad fare off to a quick buyer. Possession any time. We desire to locate on new road.

B. G. CO., Lock Box 81, Sumner, Iowa.

### SECOND-HAND MACHINERY FOR SALE.

Boilers, engines, heaters, pumps, tanks, steam pipe of all sizes, shafting, pulleys, boxes, hangers, gears, belting, etc. Iron and wood working machinery, all kinds, all makes. We make a specialty of sawmill supplies. Our prices are low and all goods are guaranteed as represented. Let us know your wants and we will please you.

HARRIS MACHINERY CO., 1034 Washington Ave. S. E., Minneapolis, Minn.

### BIG BARGAINS IN ROLLS AND ENGINES

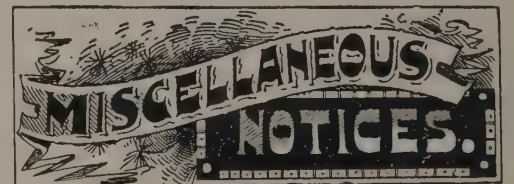
A number of double 9x18 and 9x24 roller mills. Four 2-pair high and five 3-pair high feed mills. Ten 3-roller feed mills, all sizes. Twenty gasoline engines, Fairbanks-Morse, Otto and other makes, from 2 up to 50 horse power. Ten stationary engines and boilers, also three fine traction engines.

All of the above are as good as new.

Roll corrugating on best machines at big discount.

Write at once for prices on anything in mill or elevator machinery.

JACKSON MFG. CO., Minneapolis, Minn.



[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### ELEVATOR WANTED.

Wanted, to buy or rent a good grain elevator in excellent wheat or corn country in any of the middle states, Ohio preferred. Address

BOX 129, Jeromeville, Ashland Co., Ohio.

### ELEVATORS WANTED.

Party wants to buy independent or line elevators on the line of the Soo Railway. Address

MINNESOTA, Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

### REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

## Marquette, on Lake Superior,

is one of the most charming summer resorts reached via the Chicago, Milwaukee & St. Paul Railway.

Its healthful location, beautiful scenery, good hotels and complete immunity from hay fever make a summer outing at Marquette, Mich., very attractive from the standpoint of health, rest and comfort.

For a copy of "The Lake Superior Country," containing a description of Marquette and the copper country, address, with four (4) cents in stamps to pay postage, Geo. H. Heafford, general passenger agent, Chicago, Ill.



**GRAIN BAGS—BURLAPS.**

All kinds of Bags, New and Second-Hand.  
ORDERS FILLED PROMPTLY.

**W. J. Johnston,** Factory and Office,  
182 Jackson St., Chicago.

**ROOFING AND SIDING.****ROOFING TO LAST.**

Galvanized and Painted Corrugated Iron.  
H. W. John's Asbestos Roofing.

**GATE CITY ROOFING & METAL CO.,**

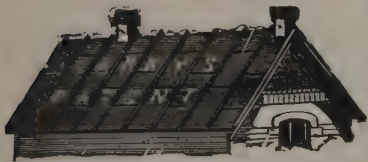
416 Delaware St., KANSAS CITY, U. S. A.

Write for Prices.

**The Garry Iron and Steel Roofing Co.,**

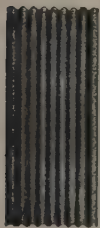
168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,  
Corrugated Iron,  
Siding and Metal  
Ceiling.

SEND  
FOR CATALOGUE



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of Corrugated Iron and Metal Roofing for Grain Elevators,

And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

**SYKES STEEL ROOFING CO.,**

611 So. Morgan Street, - - - CHICAGO.

Eastern Works: NILES, OHIO.

**HAGERTY, GRABER & CO.,**

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CONTRACTORS FOR GRAIN Elevators and Malt Houses.

Plans and Estimates Furnished.

Also Keep a Full Line of Machinery in Stock, such as

Shafting, Belting, Pulleys, Hangers, Etc., Etc.

C. H. Matthiessen, President. S. T. Butler, Vice-President.  
Chas. L. Glass, Treas. and Sec'y.

**The Glucose Sugar Refining Company,**

Factories: General Offices:

Chicago } Ill. Marshalltown } Ia. The Rookery,  
Peoria } Davenport } CHICAGO, ILL.  
Rockford }

The world's largest consumers of Corn. Daily consumption, 100,000 bushels. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

**E. R. Ulrich & Sons,****SHIPPERS OF WESTERN GRAIN,**

Especially High Grade White and Yellow Corn,  
Also Mixed and White Oats.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,  
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

**COMMISSION CARDS.**

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

HENRY HEMMELGARN. Established 1861. PHILIP H. SCHIFFLIN

**H. HEMMELGARN & CO.,**  
**COMMISSION MERCHANTS,**

GRAIN, SEEDS AND PROVISIONS,

ROOMS 317, 318 AND 319 RIALTO BUILDING,

Adjoining Board of Trade. CHICAGO, ILL.

Consignments Solicited. Correspondence Invited.

ESTABLISHED 1867. Reference: DUQUESNE NAT. BANK.

**Daniel McCaffrey's Sons,**  
**HAY, GRAIN AND FEED,**

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CONSIGNMENTS SOLICITED. HAY A SPECIALTY.

**WARREN & CO.,**

...GRAIN...

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**GRAIN BUYERS AND DEALERS.**

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Proprietor Iron City Grain Elevator.

CAPACITY, 300,000 BUSHELS.

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**COMMISSION CARDS.**

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Members { Chicago Board of Trade.  
Toledo Produce Exchange.

SPECIAL MARKET AND CROP  
REPORTS FREE.

BE FRIENDLY. WRITE OCCASIONALLY.

ESTABLISHED 1876.

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SPOT AND FUTURES.  
CONSIGNMENTS AND FUTURES given special attention.

Ask for our "Daily Market Letter and Track Bids."  
Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO.

THE.....

**Paddock, Hodge**  
**Company,**

TOLEDO, OHIO,

Owners and Operators

LARGEST SYSTEM OF ELEVATORS  
IN OHIO.

Special attention given to consignments and futures. Write, wire or phone us when you want to trade.

If you don't get them, ask for our bids,  
your track.

J. F. ZAHM. F. W. JAEGER. F. MAYER.

ESTABLISHED 1879.

**J. F. ZAHM & CO.,**

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TOLEDO, OHIO.

MEMBERS: { Toledo Produce Exchange,  
Chicago Board of Trade,  
New York Produce Exchange.

Handling consignments and filling orders for futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.



## COMMISSION CARDS.

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MEMBERS 230 RIALTO BUILDING,  
CHICAGO BOARD OF TRADE CHICAGO.  
Our Vest Pocket Market Manual furnished free on application.

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Branch Offices: MINNEAPOLIS, MILWAUKEE, ST. LOUIS,  
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CAREFUL ATTENTION GIVEN YOUR CASH AND FUTURE BUSINESS.

**Grain Dealers,**

:: :: WE WANT YOUR BUSINESS.

If you appreciate Honest Work, Good Treatment and  
Prompt Returns consign your grain to us.

**CALUMET GRAIN & ELEVATOR CO.,**  
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ARTHUR R. SAWERS in charge of receiving business.

**C. A. FOSTER,**  
RECEIVER AND SHIPPER,  
FEED, GRAIN AND HAY.

Any Railroad. PITTSBURG, PA.

P. O. Address, Carnegie, Pa.  
Reference: Freehold Bank, Pittsburg, Pa

ONRAD KIPP. S. K. NEER. J. H. ROYER.  
**Greenville Grain Co.,**

112 W. FOURTH ST., GREENVILLE, OHIO,  
WHOLESALE DEALERS IN

WHEAT, CORN, OATS, HAY AND STRAW.

(CAR LOTS ONLY.)

Will buy on any railroad and can make shipment via any line. Mill-  
ing wheat a specialty. Write or wire for prices. Will give prompt  
reply. References: Farmers' National Bank, Greenville Bank Co.  
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**DANIEL P. BYRNE & CO.,**  
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REDMOND CLEARY CO. CO.

Established 1854. Incorporated 1887.

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**E. W. BAILEY & CO.,**  
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PROVISIONS .....

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RECEIVERS AND SHIPPERS

**GRAIN.**

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**M. F. BARINGER**

...SUCCESSOR TO...

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight  
draft with bills of lading attached honored on all shipments.

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**L. EVERINGHAM & Co.,**  
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GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

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Grain, Feed, Provisions, Seeds.

Main Office: 226 La Salle St.,

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Make all drafts on Main Office.

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**L. Bartlett & Son,**  
GRAIN AND PRODUCE  
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BARLEY A SPECIALTY.

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Careful attention given to orders from Brewers, Maltsters and  
Millers.

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WITH

**E. SECKEL & CO.,**  
Commission Merchants,

No. 78 to 82 Traders' Building,  
CHICAGO.

Refer to { Continental National Bank, Chicago, Established  
{ Corn Exchange National Bank, Chicago. 1862.

Members Chicago Board of Trade.

**JAMES P. SMITH & CO.,**

GRAIN MERCHANTS,

417-418 Rialto Building, CHICAGO.

Consignments Solicited.

J. H. WARE. E. F. LELAND.

Consign your GRAIN and SEEDS  
and send your orders to

**WARE & LELAND,**

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WRITE FOR OUR  
DAILY MARKET LETTER.

Fifteen representatives constantly on the floor of  
the Board of Trade, thus insuring prompt execu-  
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business entrusted to us.

**EDWARD G. HEEMAN,**  
In Charge of Receiving  
Department.

## COMMISSION CARDS.

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COMMISSION RECEIVERS  
MERCHANTS, AND SHIPPERS.

Grain and Seeds.

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IF YOU WANT Full and fresh information as to  
grain freights, east or west;  
accurate and interesting news as to grain markets or finance;  
or money accommodation in an  
emergency. .... YOU WILL FIND NONE

On the back of a postal card. For all these things; for attention  
to inspections, for smallest discounts on off grades; for best  
ultimate net results; and for protection of your interests in every  
way, try

**POPE & ECKHARDT CO., CHICAGO,**  
and you will not be disappointed.

CHAMBER OF COMMERCE,  
DETROIT, MICH.

LIBRARY BLOCK,  
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**C. A. BURKS & Co.,**  
...GRAIN...

WRITE, WIRE OR 'PHONE FOR PRICES.

**E. L. ROGERS & CO.,** ESTABLISHED 1863.

COMMISSION  
MERCHANTS,

RECEIVERS AND EXPORTERS

GRAIN, Flour, Seed, Hay and Straw,  
358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports fur-  
nished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.  
{ Manufacturers National Bank.  
{ Merchants National Bank.

**L. F. Miller & Sons,**  
RECEIVERS AND SHIPPERS OF  
GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

ELEVATOR AND WAREHOUSE, GERMANTOWN JCT., P. R. E. .  
References: { Manufacturers National Bank, Philadelphia, Pa.  
{ Union National Bank, Westminster, Md.

**PV F. H. PEAVEY & CO.,**

Minneapolis, Minn

GRAIN RECEIVERS.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

**GEO. N. REINHARDT & CO.**  
MELROSE STATION, NEW YORK CITY.

**Geo. N. Reinhardt & Co.**

DEALERS IN  
HAY, STRAW & GRAIN.

GEORGE N. REINHARDT & CO. NEW YORK CITY  
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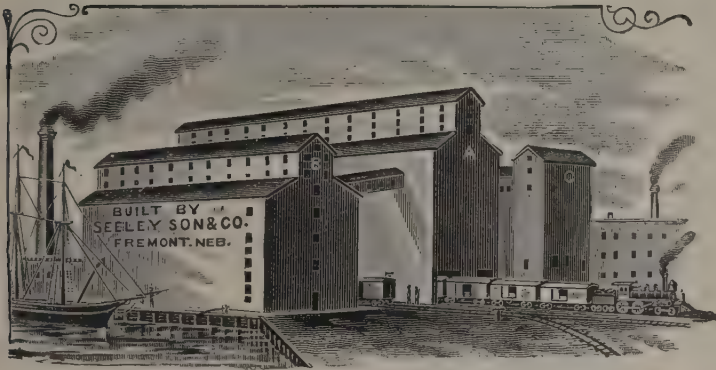
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Storage capacity 8,000 bales, 30,000 bushels  
Let us know what you have to offer.



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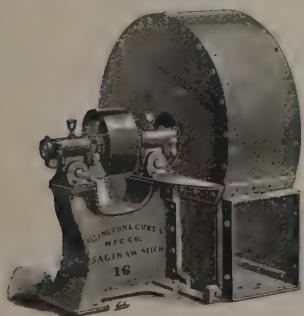
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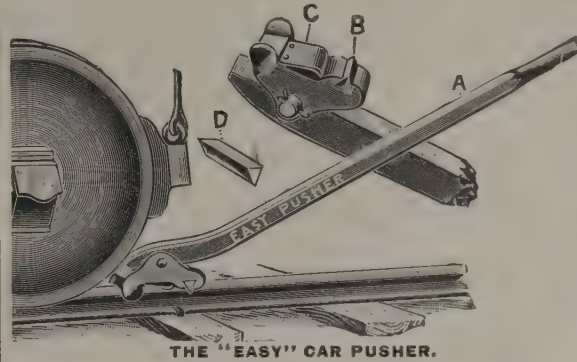
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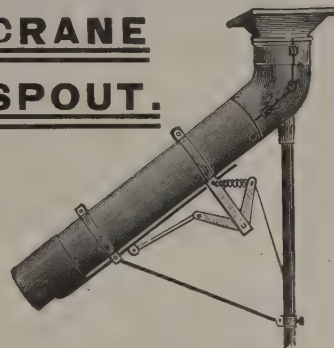
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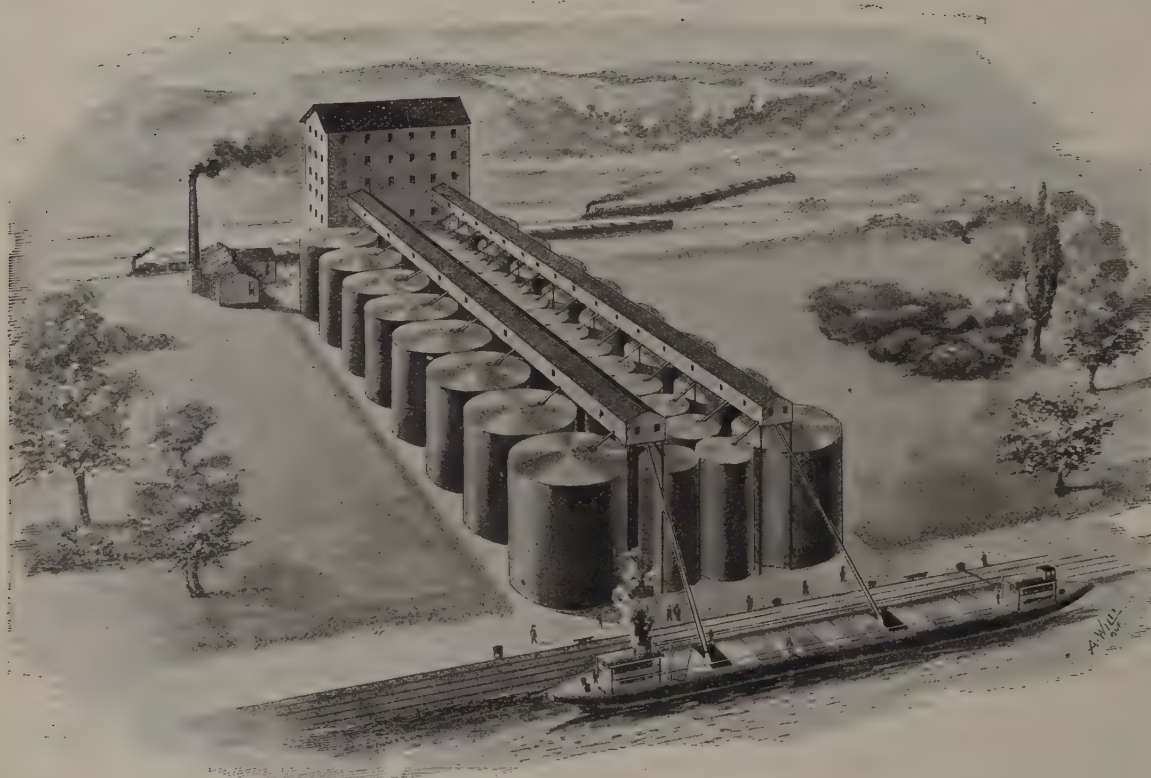
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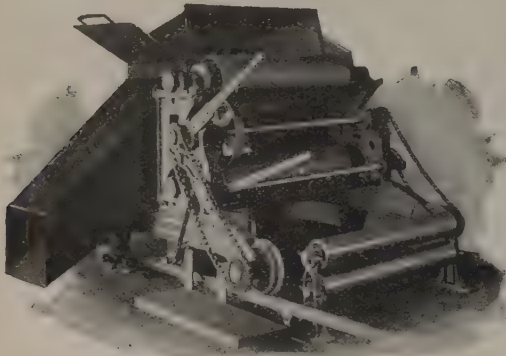
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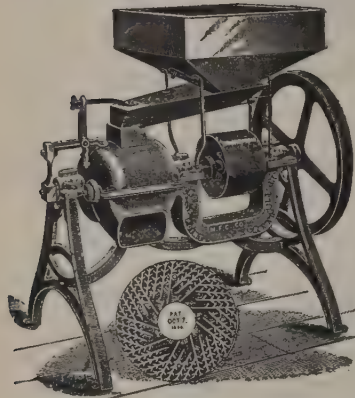
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Very little power or space is required.

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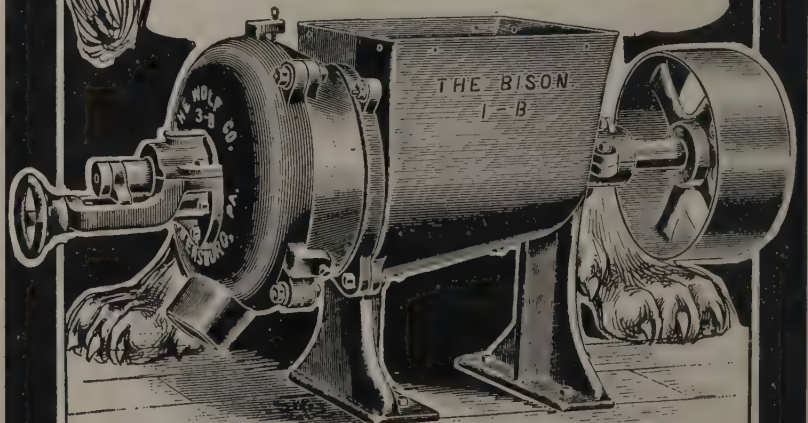
It is adjustable while in operation.

And is simple and durable in construction.

Prices and detailed description on application.

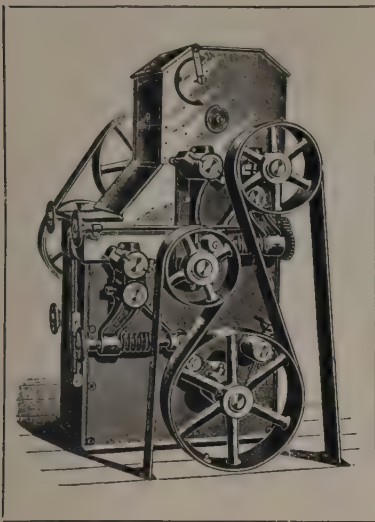
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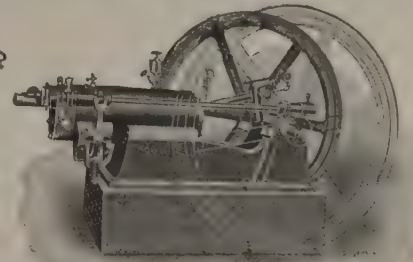
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Can you get anything better?  
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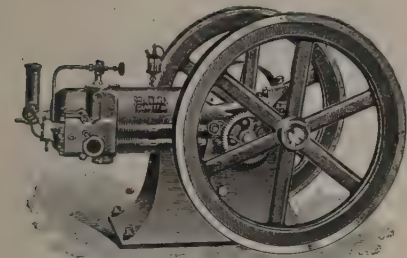
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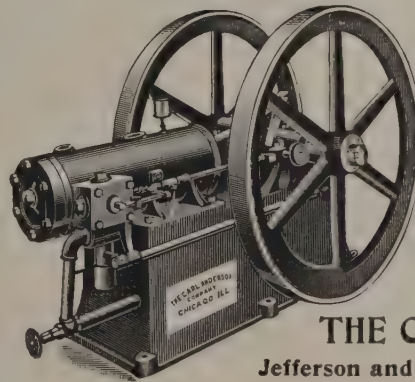
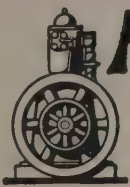
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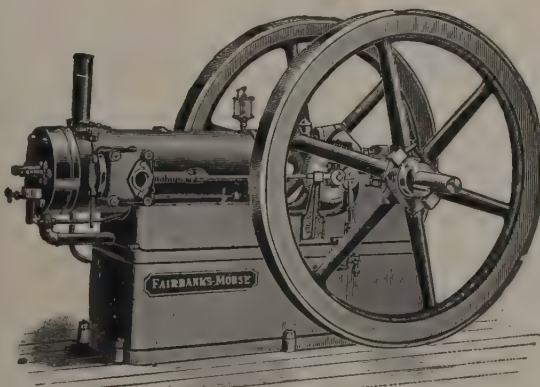
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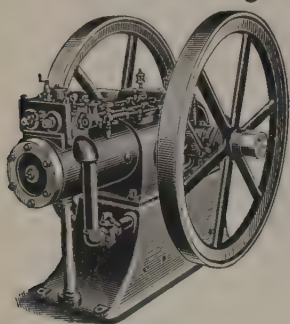
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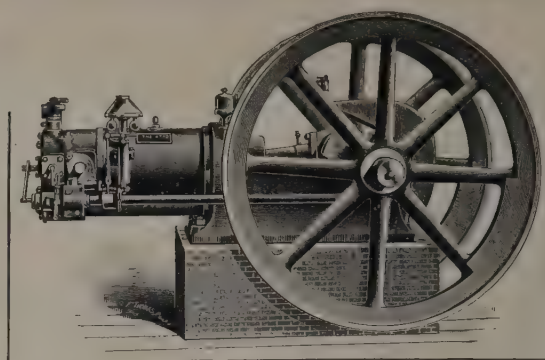
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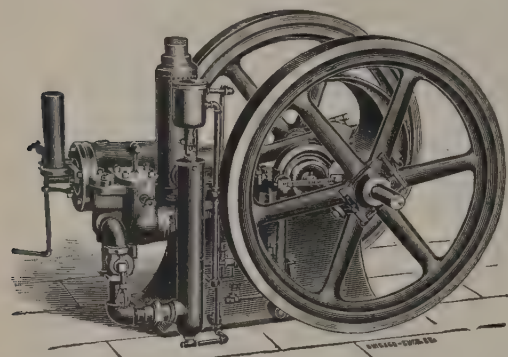
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Gas and Gasoline Engines.

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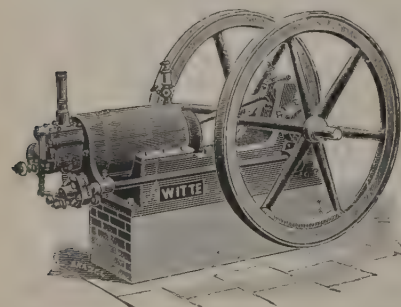
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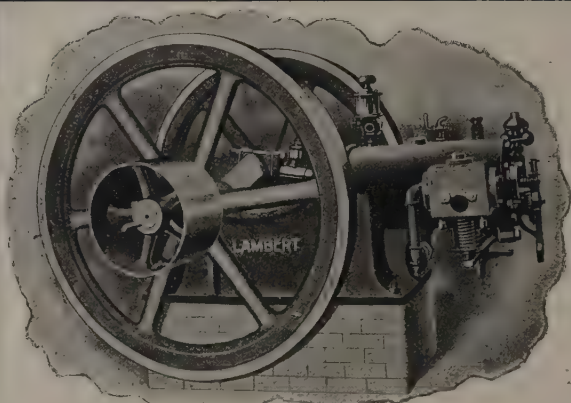
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Always sure to run when ready. Always sure to pull the load, too.

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GAS AND  
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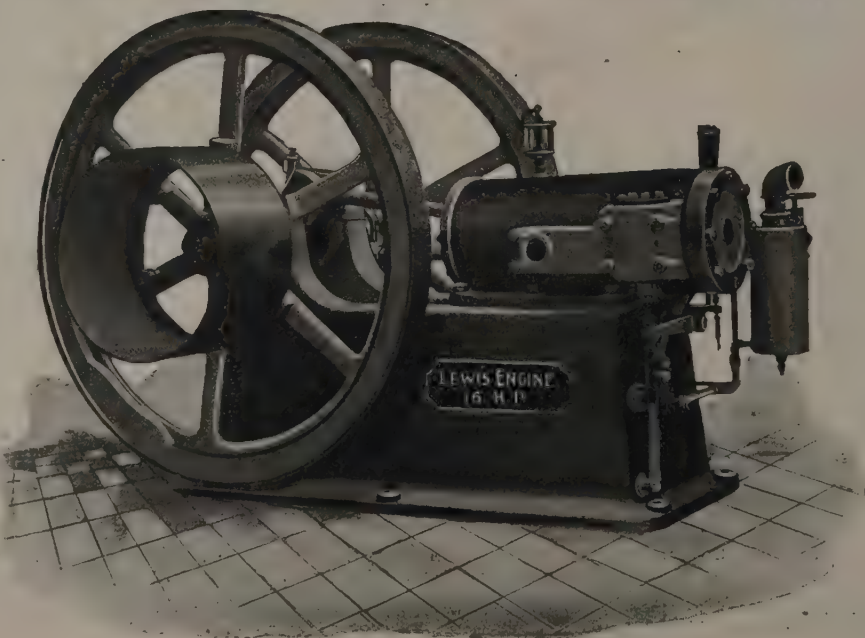
Its cash assets, January 1, 1900, amounted to \$721,927.11; total admitted assets, \$2,708,613.34; net cash surplus, \$469,382.27; surplus over all liabilities, \$2,456,068.50.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

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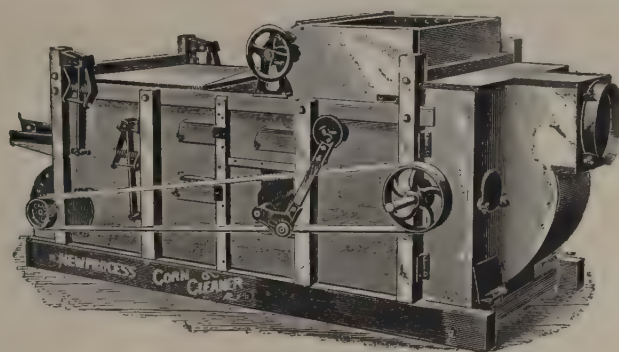


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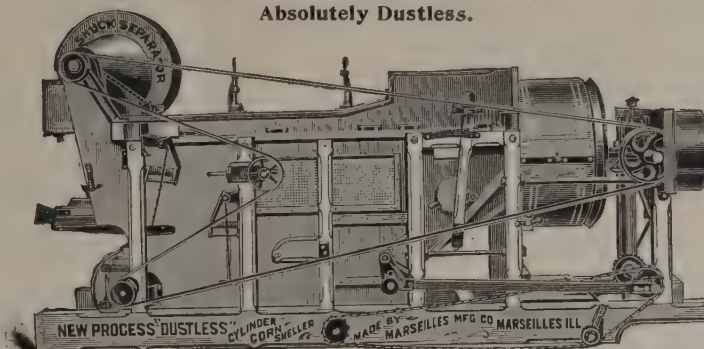
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cances of Every Description.

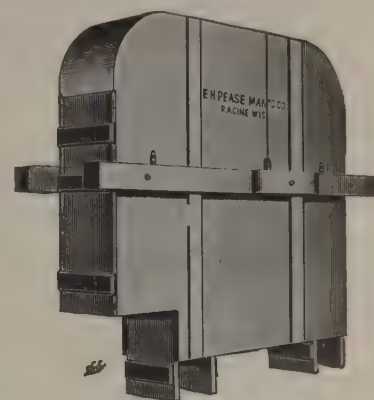
SHEET-STEEL WORK A SPECIALTY.



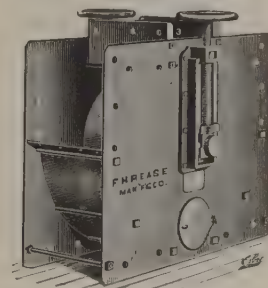
Easily Adjustable, Lightest Running,  
Absolutely Dustless.



New Process Corn Shellers and Cleaners, furnished either as  
Combined or Separate Machines, also with or without  
Husk Separating Attachment.



Elevator Heads,  
Mechanically Perfect.



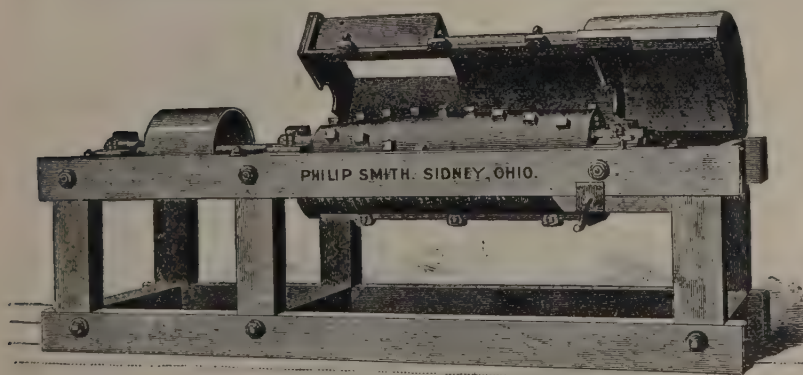
Elevator Boots, All Styles,  
Wood, Steel or Cast Iron.

**MARSEILLES MANUFACTURING CO.,**  
MARSEILLES, ILL.

## SMITH'S AUTOMATIC WAREHOUSE AND ELEVATOR MACHINERY.

Corn Shellers, Separators, Cleaners, Ear Corn  
Feeders, Dumps, Conveyors, Self-Cleaning  
Boots and Heads, with Tighteners, Drags.

Also a full line of Elevator Supplies, Belting, Pulleys, Buckets, Boxend  
Hangers, Shafting, Etc. Everything for a Warehouse or Elevator.



The Miami Valley Corn Sheller.

The simplest in construction of all Shellers. Among the many advantages to be obtained from this machine is that it gets all the corn, and will not plane the grain. Can shell new corn at least thirty days earlier than any other sheller. Requires less power to operate. Has a choke box, adjustable while running. The cylinder is made of chilled iron, cast solid on the shaft, thoroughly balanced. No set screws or keys to bother with. Cylinder made right or left, "as we do not recommend cross belts." All machines have three wide anti-friction bearings. Have stood the test for thirty years.

On my latest Improved Sheller I guarantee to duplicate any part that proves defective inside of five years from date of purchase.

Parties contemplating building or repairing warehouse or elevator will do well to get my prices and description of machinery.

**PHILIP SMITH, Sidney, Ohio.**

## Paine-Ellis Grain Driers

Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

For Particulars  
Address

**The Paine-Ellis  
Grain Drier Co.,**

53 CHAMBER OF COMMERCE, MILWAUKEE, WIS.



# If You Are a Handler of Barley, Malt or Oats, THESE MACHINES ARE INDISPENSABLE.

## A FEW OF THE USERS; READ THEM OVER CAREFULLY:

METCALF & CANNON, Paulina, Iowa.  
WALTER BROS. BREWING CO., Menasha, Wis.  
BOOR & CO., Ashton, Iowa.  
WILLIAM HILL, Holstein, Iowa.  
ALTON MILLING CO., Alton, Iowa.  
TILSON CO., LTD., Tilsonburg, Ont.  
SCHNECKLOTH & SONS, Holstein, Iowa.  
MUSCATINE OAT MEAL CO., Muscatine, Iowa.  
STOBIE CEREAL CO., St. Louis, Mo.  
PAUL HUEFNER, Fountain City, Wis.  
HASTINGS MALTING CO., Hastings, Iowa.  
MANKATO MALT & GRAIN CO., Mankato, Minn.  
ANCHOR GRAIN CO., Grogan, Minn.  
VAN VLIET MALTING CO., Newark, N. J.  
MARFIELD ELEVATOR CO., Winona, Minn.  
H. M. MIRICK, Palmyra, N. Y.  
ALBERT SCHWILL CO., Chicago, Ill.  
GREGG MALTING CO., Onelda, N. Y.  
D. ROTHSCHILD GRAIN CO., Davenport, Iowa.  
A. W. HARRIS GRAIN CO., Sibley, Iowa.  
CEDAR FALLS MILLING CO., Cedar Falls, Iowa.  
SIOUX MILLING CO., Sioux City, Iowa.  
M. T. DILL, Prescott, Wis.  
D. H. STUHR GRAIN CO., Davenport, Iowa.

LARSON & SWANSON, Bay City, Wis.  
DAVID STEVENSON BREWING CO., Oswego, N. Y.  
COLUMBIA MALTING CO., Chicago, Ill.  
NORTHWESTERN MALT & GRAIN CO., Chicago, Ill.  
JOHN C. WHITE, Buffalo, N. Y.  
C. B. TILLINGHAST, Albany, N. Y.  
KENTUCKY MALT & GRAIN CO., Louisville, Ky.  
ANDREW G. WHITE, Albany, N. Y.  
SPENCER GRAIN CO., McGregor, Iowa.  
HUNTING ELEVATOR CO., Prairie du Chien, Wis.  
F. KRAUS & CO., Milwaukee, Wis.  
HENRY RIPPE, Grand Meadows, Minn.  
W. G. McCUTCHEON, Kasson, Minn.  
W. S. GARGILL CO., La Crosse, Wis.  
MINNEAPOLIS BREWING CO., Minneapolis, Minn.  
WEIDEMAN BREWING CO., Cincinnati, O.  
D. A. McDONALD CO., Cannon Falls, Minn.  
NORTON & CO., Lockport, Ill.  
KANSAS CITY OAT MEAL AND CEREAL CO., Kansas City, Mo.  
DYSART GRAIN CO., Buffalo Center, Iowa.  
RIVERSIDE ROLLED OATS CO., Riverside, Iowa.  
INDIA WHARF BREWING CO., Brooklyn, N. Y.  
MINNESOTA MALTING CO., Redwing, Minn.  
AMERICAN MALTING CO. use 75 of them in their various houses.

We also make a complete line of power separators and oat clippers. Our new catalogue is now out and we would like to send you a copy. Postal card us.

## INVINCIBLE GRAIN CLEANER COMPANY, Invincible Works, Silver Creek, N. Y.

### REPRESENTED BY

W. J. Scott, Wyoming Hotel, Chicago, Ill.

Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.

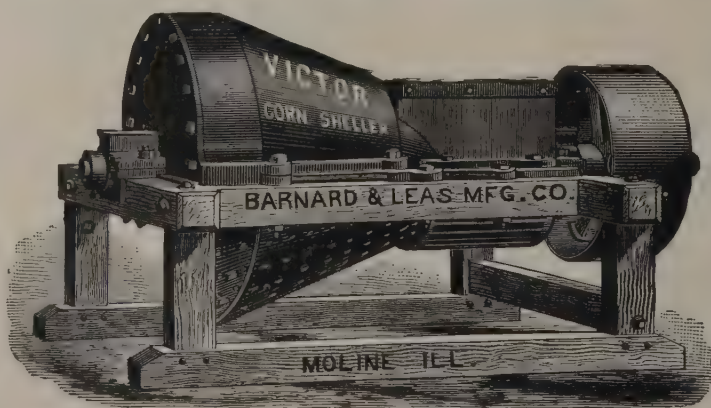
Edward A. Ordway, 512 Exchange Bldg., Kansas City, Mo.

J. N. Bacon, Blacherne Block, Indianapolis, Ind.



INVINCIBLE NEEDLE SCREEN  
GRAVITY SEPARATOR.

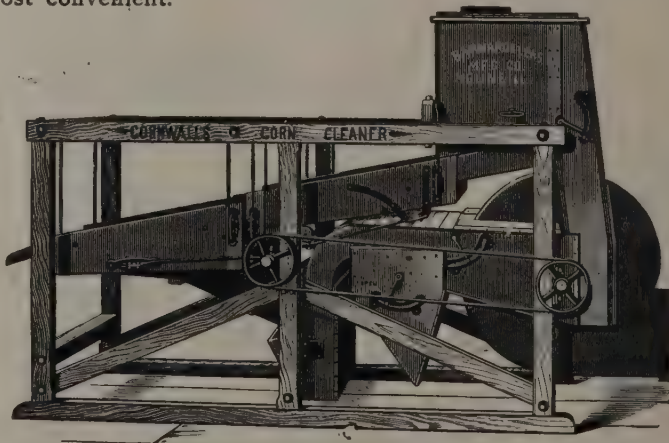
## The Best of Their Kind.



**Cornwall Corn Cleaner** cleans corn cleaner with one operation than any other machine. Saves screenings for feed. Is dustless, light running and durable. Use it and your corn will never grade dirty.

ALL INQUIRIES WILL BE CHEERFULLY AND  
PROMPTLY ANSWERED.

**The Victor Corn Sheller** possesses unequalled capacity, strength and durability. It has a patent automatically acting feeder, which allows the machine to be run either way without crossing the belt. Is easily adjusted to suit conditions of corn. It will not clog. Can be stopped and started regardless of quantity of corn in hopper or dump and can be set in any manner most convenient.



### BARNARD & LEAS MFG. CO., MILL BUILDERS AND MILL FURNISHERS, MOLINE, ILL.

AGENTS: W. H. CALDWELL, Room 1117 Royal Insurance Bldg., Chicago, Ill. BARNARD MACHINERY Co., Enterprise, Kan., for Kansas and Oklahoma. M. M. SNIDER, 411 East 12th St., Des Moines, Ia. WILLFORD MFG. Co., 303 South Third St., Minneapolis, Minn. ELI STRONG, Kalamazoo, Mich. C. E. MANOR, Stanleyton, Pa. Co., Va. R. C. STONE, Springfield, Mo. WILLIAM EBERT, 2246 Baxter Avenue, Louisville, Ky.



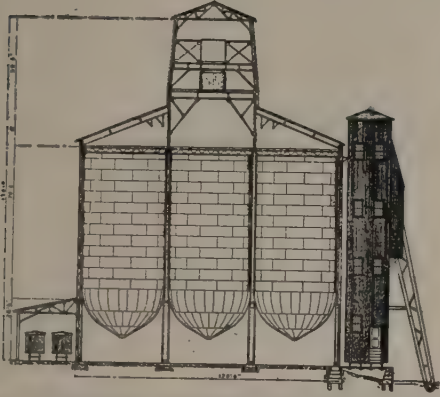
# Riter-Conley Mfg. Co., THE AUTO-SPARKER

MANUFACTURERS, ENGINEERS, CONTRACTORS.

## Grain Elevators of Steel,

ALSO

## Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,  
Steel Buildings,  
Steel Stacks and  
Steel Construction of  
Every Description,

Designed,  
Furnished and  
Erected in  
All Parts of the World.

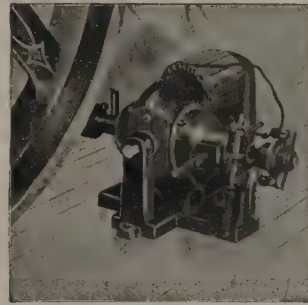
General Office, Water Street, Pittsburg.

Plate, Tank and Boiler Works, First, Second and Third Aves.

Structural Works, Preble Avenue, Allegheny City, Pa.

New York Office, 39 and 41 Cortlandt Street.

LONG-DISTANCE TELEPHONE CONNECTIONS.



1. Starts and runs gas engines as easily as best batteries.
2. Does not burn up electrodes.
3. Machine is durable, nothing to wear out but shaft and friction pulley and these should last for years.
4. Saves its entire cost over batteries in one year.
5. Hundreds in use. Every machine tested and guaranteed to do the work claimed.
6. Automatic governor regulates speed of dynamo, no matter what size or speed the fly-wheel of engine.
7. You need no battery. Auto-Sparker can be fastened to floor, as in cut, or on body of gas engine or automobile.

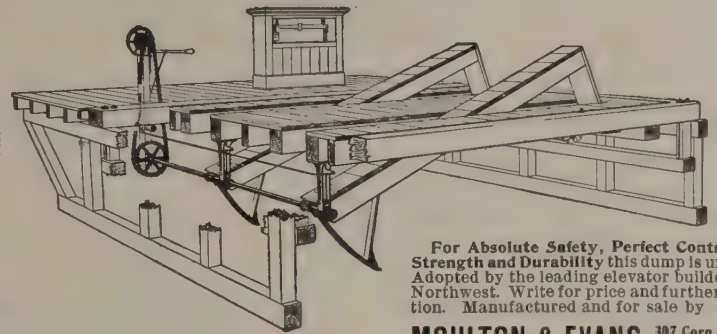
DIMENSIONS: 10 $\frac{3}{4}$  x 10 x 6 $\frac{3}{4}$  inches. Weight, 23 pounds. Made for either touch or jump spark. For particulars, address

MOTSINGER DEVICE MFG. CO.,

PENDLETON, INDIANA,

Or any Gas Engine Manufacturer.

## THE EVANS WAGON DUMP.

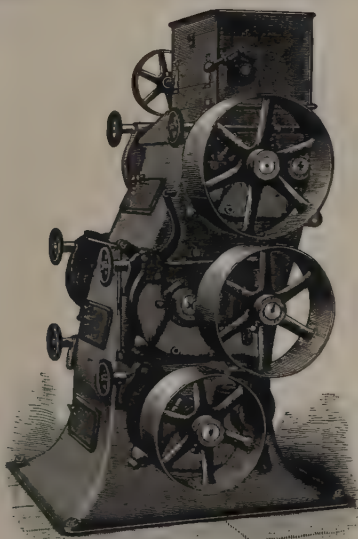


Patented  
April 12,  
1898.

For Absolute Safety, Perfect Control, Great Strength and Durability this dump is unequalled. Adopted by the leading elevator builders of the Northwest. Write for price and further information. Manufactured and for sale by

**MOULTON & EVANS,** 307 Corn Exchange, Minneapolis, Minn.

LINK-BELT MACHINERY CO., CHICAGO, ILL.



3-PAIR-HIGH, SIX-ROLLER MILL.

## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

**...FEED AND MEAL...**  
— IT PAYS —

WE MANUFACTURE

THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.

THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.

TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,  
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL  
UNDER RUNNERS,  
UPPER RUNNERS,  
PULLEY AND GEAR DRIVES.

## ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

## DUST COLLECTORS (Tubular, Automatic).

### CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3 $\frac{1}{2}$ x3 inch, list price 9c., has as much capacity as others 3 $\frac{1}{2}$ x3 $\frac{1}{2}$  inch, list price 10c. Our prices are right

CORRESPONDENCE SOLICITED.

**NORDYKE & MARMON CO.,**

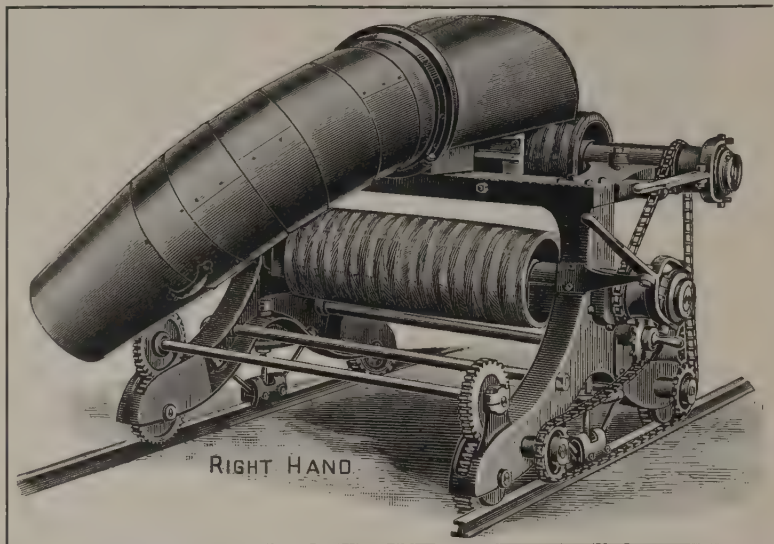
INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.



# DODGE MANUFACTURING CO.,

ENGINEERS, FOUNDERS, MACHINISTS,



Main Office and Works, **Mishawaka, Ind., U. S. A.**

Branches: **CHICAGO, BOSTON, NEW YORK, ATLANTA, GA., LONDON, ENG.**

Manufacture a complete line of

## GRAIN ELEVATOR MACHINERY

Embracing latest types of

GRAIN TRIPPERS, POWER SHOVELS, CAR PULLERS, BELT CONVEYORS, MARINE LEGS, SPOUTING, ETC.; SELF-OILING AND DUST-PROOF BEARINGS, ALSO DODGE AMERICAN SYSTEM MANILA ROPE TRANSMISSION.

*The following Grain Elevators, under construction or in operation, are among those recently equipped:*

Illinois Central R. R., New Orleans, La.,	- capacity, 1,200,000 bu.	Electric Steel Elevator, Buffalo,	- - - capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	- " 1,200,000 "	McReynolds & Co., Hammond, Ind.,	- - - " 2,000,000 "
Northern Grain Co., Council Bluffs, Ia.,	- " 750,000 "	Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "	Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "	Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "	Chicago-O'Neil Grain Co., South Chicago, Ill.,	- " 750,000 " etc., etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery.  
CATALOGUE UPON APPLICATION.

# TWO HIGH GRADE MACHINES.

## The New Improved "Eureka" Oat Clipper

CONTAINS IMPROVEMENTS OVER ALL OTHERS.

Large feeding shoe driven lengthwise of machine, thereby avoiding vibration. Large fan driven independent of clipping cylinder. Specially constructed cylinder and case with large clipping surface. Close clipping with least amount of loss. Large discharge opening. Double separator with wide trunks. Feed evenly distributed. Guarantee largest amount of clipped oats with least amount of power and waste.

## The New Improved "Eureka" Elevator Separator.

Double shoe counterbalanced, requires no bracing. Large screen surface. Large capacity. Double fans. Perfect air separations. Close work. Strongly guaranteed. Construction and finish the best. Write us for particulars.

# THE S. HOWES CO.,

EUREKA WORKS,

Est. 1856.

SILVER CREEK, N. Y.

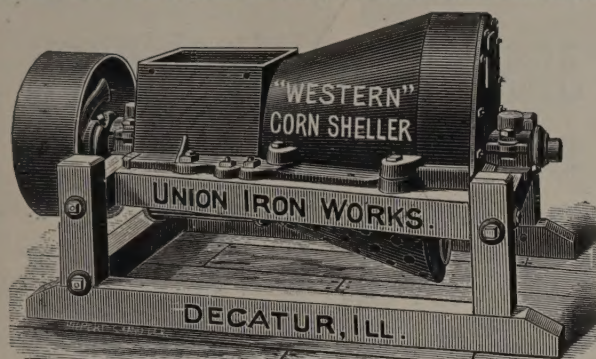
Duplicate parts of all Eureka machines built, from the time of Howes, Babcock & Co. in 1856 until the present.

J. N. HEATER, Baltimore Hotel,  
Kansas City, Mo.

B. F. RYER, General Western Manager,  
11 Traders' Bldg., Chicago, Ill.

W. E. SHERER, 5 Chamber of Commerce,  
Minneapolis, Minn.





"Western" Warehouse Sheller.

SOLE MANUFACTURERS

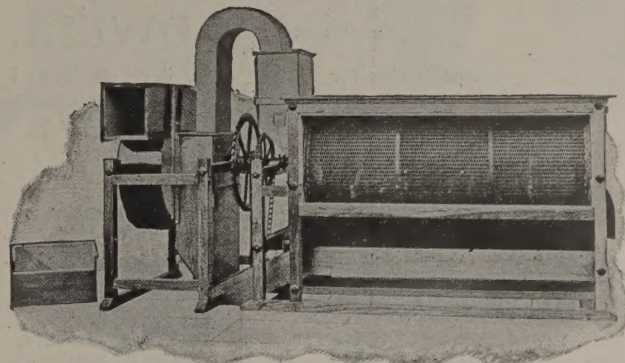
## "Western" Shellers and Cleaners, BEST ON EARTH.

Complete Elevator Equipments our Specialty.

# UNION IRON WORKS, DECATUR, ILL., Grain Elevator Contractors and Builders.

Plans for Grain Elevators Made, on application, by licensed architect.

Write for Catalog.



"Western" Warehouse Cleaner.

## THE GERBER No. 2 IMPROVED DISTRIBUTING SPOUT.

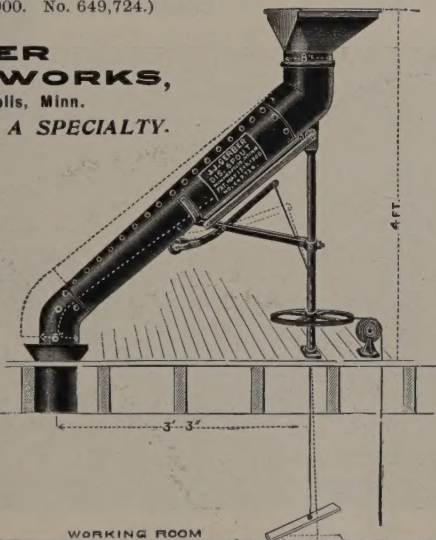
(Patented May 15th, 1900. No. 649,724.)

...SOLD BY...

**J. J. GERBER  
SHEET METAL WORKS,**  
123 Sixth Ave. South, Minneapolis, Minn.  
MILL AND ELEVATOR WORK A SPECIALTY.

Made of heavy sheet steel with Hopper and Elbows of cast iron. The elbow at discharge end sets into floor or funnels leading to bins, making it impossible for the spout to get out of position and mixing grain.

By pressing the foot lever to the floor the end of spout is lifted out of floor funnels and can then be swung to any other bin desired and locked in place. The position of foot lever when released will show whether spout is properly seated in floor funnel or not. Can be used with or without floor funnels. Users say it's the best spout in the market. Try one and be convinced.



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Fairbanks, Morse & Co., Minneapolis, Minn.  
C. D. Holbrook & Co., Chicago, Ill.  
Skilleen & Richards Mfg. Co., Chicago, Ill.  
Des Moines Mfg. & Supply Co., Des Moines, Ia.



To read the leading trade paper in one's line of business is to keep abreast of the latest information, methods and trade customs. Do you read the "American Elevator and Grain Trade" regularly?

## LINK-BELT SUPPLY CO.

MINNEAPOLIS, MINN.

We keep in Stock for quick delivery....

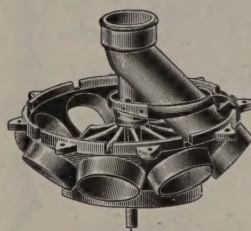
Link Belting,  
Sprockets,  
Buckets,  
Spiral Conveyors,  
Rubber Belting,

Pulleys,  
Shafting,  
Boxes, Collars,  
Piping and Fittings,  
Packing.

## GASOLINE AND STEAM ENGINES.

ESPECIALLY ADAPTED FOR HANDLING FLAX.

## Hall Grain Distributor and Overflow Signal



Patented April 17, 1900.

**ABSOLUTELY PREVENTS MIXING GRAIN** during process of distribution between turnspout and bins. Locks automatically. Accurate. Positive. Perfect.

AUTOMATICALLY NOTIFIES OPERATOR WHEN BIN IS FULL.

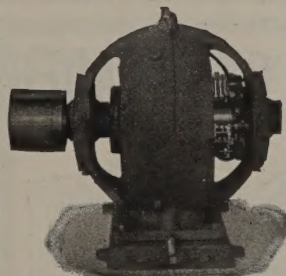
Grain is gold this season and light crop. You can't afford to waste it needlessly. Mixing one bushel a day (you probably mix many) for 300 days runs into money. With the Hall Grain Distributor you don't mix a kernel, and it lasts forever. Send for booklet to

HALL DISTRIBUTOR CO.,

222 First National Bank Bldg., OMAHA, NEB.

## Roth Dynamos for Grain Elevator Lighting.

Motors for Power Service.



Dynamos suitable for lighting roller mills, 15 lights to 110 lights, 16 c. p. The best, cheapest and safest kind of lighting. First-class machines, requiring very little attention and fully guaranteed. Complete plants furnished with full instructions for setting up and operating. Send for descriptive bulletin No. 105 and prices.

ROTH BROS. &amp; CO.,

MANUFACTURERS,

88-92 W. Jackson St., - CHICAGO, ILL.

## DUST! DUST!



Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. **Perfect ventilation.** Nickel plated Protector \$1, postpaid. Circulars free. Agents wanted. **Gibbs Respirator Co.,** 30-36 La Salle Street, - CHICAGO

## Dust Protector.



The "Perfection" with Automatic Valve compels perfect protection and ventilation. **Improved and Enlarged.** Thousands in use. Nickel plated protector postpaid, \$1.50. Cir. Free. Agents wanted.

H. S. COVER,  
SOUTH BEND, IND.

Patented Dec. 7, 1897.



## ROOFING.

Merchant &amp; Co., Inc.

Philadelphia, Chicago, New York, Brooklyn.

Manufacturers of high-grade Roofing Plates, Metal "Spanish" Tiles, "Gothic" Shingles.

THE "STAR" VENTILATOR.

Illustrated pamphlets mailed free.



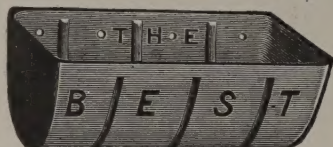
# Conveying, Elevating and Power-Transmitting Machinery

## H. W. CALDWELL & SON CO.

GENERAL MACHINISTS,

Western Avenue, 17th to 18th Streets, Chicago, Ill.

### —CALDWELL HELICOID CONVEYOR—

Specialties for  
Grain Elevators and Mills.THE ONLY PERFECT SPIRAL  
CONVEYOR; with Flight of One  
Continuous Strip of Metal.CALDWELL CORRUGATED SEAMLESS  
STEEL ELEVATOR BUCKETS.

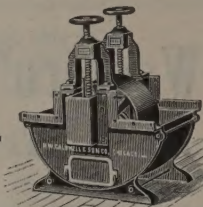
LINK BELTING.  
SPROCKET WHEELS.  
COTTON BELTING.  
RUBBER BELTING.  
LEATHER BELTING.  
BELT CLAMPS.  
POWER GRAIN SHOVELS.  
ELEVATOR BOLTS.  
ELEVATOR BUCKETS.  
CONCRETE MIXERS.

FRICITION CLUTCHES.  
JAW CLUTCHES.  
COUPLINGS.  
FLEXIBLE SPOUTS.  
GEARING (all kinds).  
GRAIN SCOOPS.  
ELEVATOR BOOTS.  
COGSWELL MILLS.  
HANGERS.  
PERFORATED METALS.

PILLOW BLOCKS.  
IRON PULLEYS.  
WOOD PULLEYS.  
SHAFTING.  
SET COLLARS.  
SWIVEL SPOUTS.  
TAKE-UP BOXES.  
TURN HEAD SPOUTS.  
WIRE CLOTH.

Elevator

Boot.



## EASY TO HANDLE

*Willford's Light-running  
Three-roller Mills*

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

**Willford Manufacturing Co.,** 303 So. Third St., MINNEAPOLIS, MINN.

—LOAD YOUR CARS WITH—

## THE IDEAL AUTOMATIC CAR LOADER.

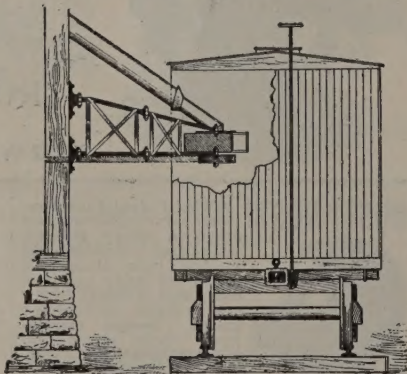
The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

### WHAT IT WILL DO:

Loads both ends of car at same time.  
Loads a car in twenty minutes.  
Saves you its cost in 60 days. Scours and brightens the grain.  
Cools grain that is beginning to heat.  
Loads more grain in car than can be done by a man with a scoop.  
Owing to its peculiar and novel construction it will not crack the grain.  
It is impossible to have a choke-up.  
Made of iron and steel, it is durable and easy to handle.

MADE IN TWO SIZES.

SPECIAL SIZES MADE TO ORDER.

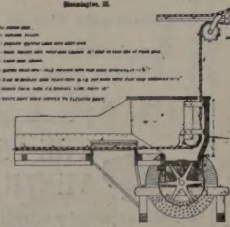
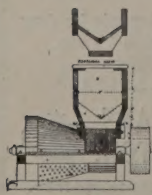
WRITE FOR FULL PARTICULARS, PRICES AND TERMS TO **G. W. DOOLEY & CO., BLOOMINGTON, ILL.**

## THE B. S. CONSTANT SHELLER FEEDER,

STYLE C-1, USING B2 TIGHTENER. A MONEY SAVER IN EVERY ELEVATOR.

B. S. CONSTANT CO.

Bloomington, Ill.



Latest Improved Grain Separators.  
Water-tight Boots, Steel Tanks,  
Dust Collectors, Wagon Dumps,  
Elevator Boot and Sheller Feeders.

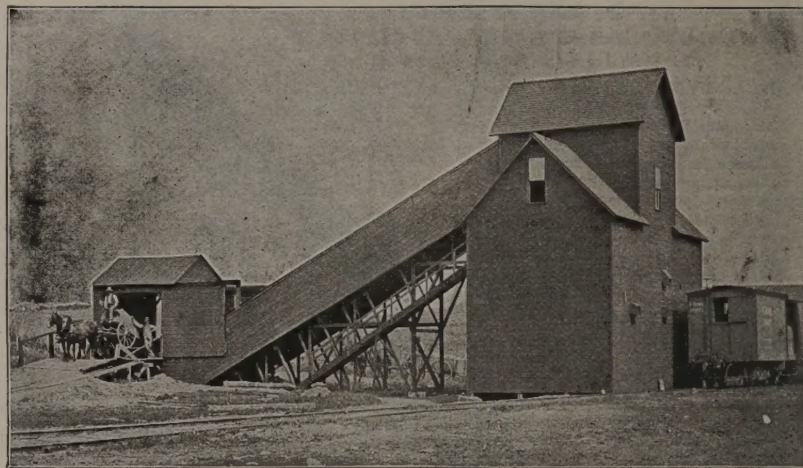
..WRITE..

**B. S. CONSTANT CO.,**  
BLOOMINGTON, ILL.,

Designers of Grain Elevators and Manufacturers of Grain Cleaning and Elevator Machinery.

## THE INCLINE ELEVATOR and DUMP

SOLVES THE PROBLEM OF CRIBBING EAR  
CORN WITHOUT SHOVELING.



It attracts the most profitable part of the grain business. The Ventilated and Combination Grain Bin is excellent ear corn storage, is rat proof, and a tight bin for anything. It requires only 1/4 foot of lumber per bushel of storage. The reduction in cost of storage compared with even a common temporary ear corn crib will pay for the Incline Elevator and Dump to fill it.

Dealers having belt elevators would profit by adding our ear corn, oats, wheat, etc., storing facilities. Extensive farmers and feeders would also find improvement and profit by adopting it. Each team elevates the load it brings. Power is always ready and costs you nothing. Will elevate 20 or more of the largest loads per hour.

**Our Plan for Dealers' Complete Elevator Plants.** Less than one-half the investment and one-third the expense of operating an ordinary elevator. Unexcelled for speed, convenience and economy of handling shelled grain and also ear corn for shelling or cribbing purposes. It successfully competes with belt elevators. Plenty of capacity is provided in the hopper bottom shipping bins (which are of the right height to spout direct into cars) for grain purchased for shipment, while ear corn, oats, wheat, etc., are stored in the combination bin below.

\$3,500 will complete a 100,000-bushel plant having twenty 1,000-bushel shipping bins, chute direct from top of building and a number of combination bins with total capacity of 80,000 bushels of small grain or 40,000 bushels of ear corn. Gravity or power cleaners, conveyors, sheller, engine, etc., may be added.

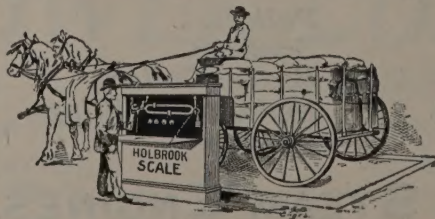
The Incline Elevator and Dump and plan of building have been greatly improved and are covered by U. S. patents. Write for prices and catalog. Come and see.

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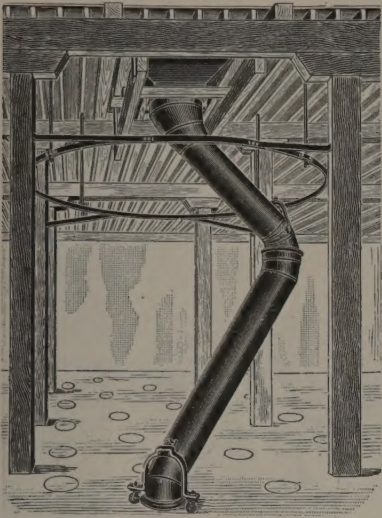
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Gas and Gasoline Engines of all sizes.  
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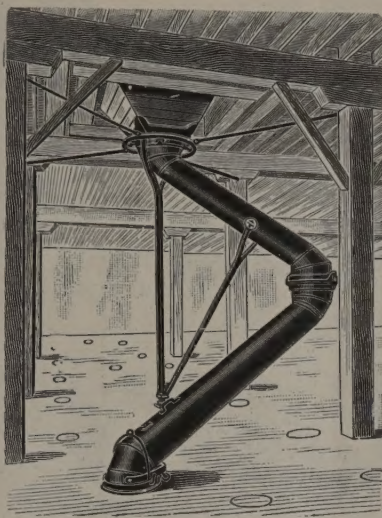


**C. D. Holbrook & Co.,**  
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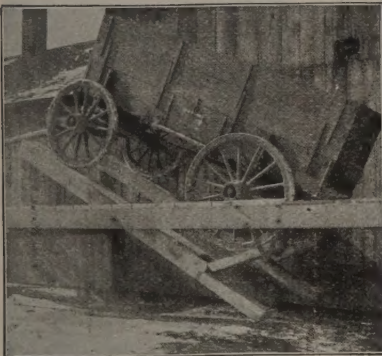
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## Universal Distributing Spouts,

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## The Adjustable Elevator Dump.



LOW-WHEEL WAGON ON DUMP.

WE claim superiority over all other dumps in giving all wagons enough pitch so that the grain will leave the bed freely, and in letting them down in the dump easily. They occupy less space, and can be placed on all sill dumps now in use without changing trip or pins that sills are hung with. To responsible firms they will be sent on 30 days' time, with freight prepaid. Write us for descriptive circular and price list.

SIMS BROS., Paris, Ill.

Bondville, Ill., July 3, 1900.

GENTLEMEN:—I have had one of your wagon dumps in my elevator for about 30 days; I have four dumps in elevator. Put your patent on the hardest working dump that we had, and must say that it works to perfection. It is easy on the wagon as it goes down and is easy to pull out. Before putting in patent dump the farmers would always say don't put me on that hard dump. Now they say let me dump on the patent dump. It is a great favorite with the man that does the dumping. Would highly recommend it to all elevator men. It gives wagons more pitch so that grain runs out easier, and is a first-class dump in all respects.

Yours truly, H. A. CLEVINGER.

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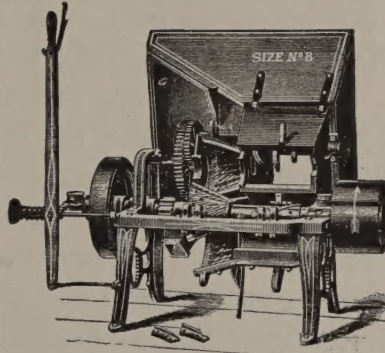
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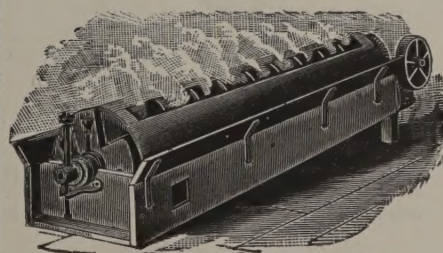
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